URBAN/MUNICIPAL
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C51T6
1998

AGENDA
TRANSPORT & ENVIRONMENT
COMMITTEE

Jan. 19, 1998 ...

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1998

URBAN MUNICIPAL

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GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 January 19
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

   Proposed Assumption of a Portion of the Unassumed Alley Extending Between Beulah Avenue and Miles Court

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (i) **PUBLIC WORKS DIVISION**

   1998 Proposed Road and Sidewalk Capital Improvement Programme

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

(ii) **TRAFFIC DIVISION**

(a) Community Traffic Services Division
Information Pamphlets (Information Report)

(b) On-street Parking in the Downtown Core

(c) Blake Street and Maplewood Avenue
Request for a School Crossing Guard

(d) Cannon Street East and Lottridge Street
Request for a School Crossing Guard

(e) Beryl Street and Birchview Drive
Request for a School Crossing Guard

(f) Intersection of Herkimer Street and Kent Street
Intersection Control

4. **OTHER BUSINESS**

Notice of Meeting - Transport and Environment Committee
1998 February 16

5. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
2.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
3.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
4.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
5.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
6.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
7.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back

Kevin C. Christenson, Secretary
January 19th, 1998

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 6

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Assumption of a Portion of the Unassumed Alley Extending Between Beulah Avenue and Miles Court**

RECOMMENDATION:

That City Council enact the attached By-law to authorize the assumption of a one metre portion of the unassumed lane which extends between Beulah Avenue and Miles Court and to close such assumed portion of lane to vehicular traffic.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The assumption of a one metre portion of the above-noted alley was approved by City Council on September 30, 1997, in adopting Item 44 of the 10th Report of the Transport & Environment Committee. The proposed closure has been advertised for four consecutive weeks in The Spectator as required by Section 300 of the Municipal Act.

RPM/rb
attach.

Bill No. A-

The Corporation of the City of Hamilton

BY-LAW NO. 97-

To Assume a One Metre portion of the unassumed Lane which extends between Beulah Avenue and Miles Court, said Lane laid out upon Registered Plan 605, and To Close such assumed portion of Lane to vehicular traffic

WHEREAS Registered Plan 605 laid out and dedicated to The Corporation of the City of Hamilton a Lane extending between Beulah Avenue and Miles Court (formerly Beulah Court);

AND WHEREAS the said Lane has not been assumed by the City, and it is intended in this by-law to assume a portion of the Lane and to authorize the closure of such portion to vehicular traffic, in order that entry to and exit from such Lane though such defined portion of this Lane is permitted solely for pedestrians;

AND WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M. 45 in respect of any highway or part of a highway, to establish, lay out, widen, alter, divert, stop-up, lease or sell same or to require that a highway shall only be closed for vehicular traffic;

AND WHEREAS Notice of this by-law has been published as required by Section 301 of the said Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to, or in support of this by-law;

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to assume the portion of the unassumed Lane described in paragraph one below and to close the said assumed portion to vehicular traffic.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of the East-West Lane on Registered Plan 605 described below, be hereby assumed.

   The most Easterly one metre portion of the Lane on Registered Plan 605 adjacent to the Westerly limit of Miles Court, such portion of the Lane bounded by Lot 5 on its North limit and Lot 6 on its South limit.

2. That portion of the Lane described in paragraph one above be hereby only closed to vehicular traffic.

3. That this by-law take effect upon its registration on title to the said Lane.

4. That following registration of this by-law, the Commissioner of Public Works and Traffic or his duly authorized agent be hereby authorized to assume as public highway the said portion of the Lane and to enforce the closure of such portion to vehicular traffic by erecting thereon barricades, bollards and related works.

PASSED this day of A.D. 1997

MAYOR

CITY CLERK

(1997) 10 R.T.E.C. 44, September 30
File: 141-0/97.1

November 5. 1997

Barbara Wight
20 Miles Court
Hamilton. ON
L8P 4G6

NOV 10 1997

Mr. K. Christenson. Secretary
Transport & Environment Committee
City Clerks Department
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Dear Mr. Christenson:

I would like my concerns to be heard on November 17 regarding the proposed By-law to assume a one metre portion of the unassumed lane which extends between Beulah Avenue and Miles Court. and to close such assumed portion of lane to vehicular traffic.

My property borders the alley in question on the south east end. so I am directly affected by this closure. I access my home by the side door or back gate, both of which are accessed from the alley. I would like to state that I have no objection to the alley in question being closed to through traffic. There have been several instances of vehicles driving very fast through this narrow space which runs only thirty inches from my side door entrance. I do, however, object to the proposed placement of the bollards. My concerns are as follows:

- accessibility to both my side door and back yard entrance
- accessibility for snow removal for which no one but myself has taken responsibility
- accessibility for vehicles requiring a turnaround on Miles Court which is a dead end street
- visibility and placement of bollards from a safety point-of-view for the visually impaired individual who resides at my residence
- the aesthetics of bollards and signage which may affect the appearance of my property

I occasionally have a need to drive my vehicle to the side door or back gate in order to unload such items as groceries, firewood, building materials, furniture or garden supplies. I only park as long as is necessary to unload and then move my vehicle to the private off-street parking area in front of my house. If the alley is closed at the east end, I will be forced to access my property from the west end (Beulah Avenue) which will require either backing in or out of the alley. I see this as a potential safety hazard to anyone entering or exiting the park. I would not be able to see them coming down the stairs. In the winter, the alley would be totally inaccessible to me as it is not maintained by the city..

I would suggest that the alley be blocked at the eastern entrance to the park (by the stairs). This would prohibit vehicles from using the alley as a thoroughfare and allow pedestrian and home owner access to continue in a manner which we presently enjoy.

I can be reached at 570-1021. Thank you for allowing me the opportunity to express my concerns.

Sincerely,

Barbara Wight

Barbara Wight

3(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **1998 Proposed Road and Sidewalk Capital Improvement Programme**

RECOMMENDATION:

a) That the Commissioner of Transportation be authorized on an interim basis to proceed with the calling of tenders for part of the projects in relation to the 1998 Road and Sidewalk Capital Improvement Programme in an amount not to exceed $3,000,000 prior to the final Capital Budget approval.

b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

The Draft 1998-2007 Capital Budget makes a provision in the amount of $6,519,000 for the reconstruction of roads and sidewalks in the City in 1998. The proposed programme for 1998 is divided into the following sections:

a) Roads and Abutting Sidewalks
b) Sidewalks Only
c) Miscellaneous Projects
d) Supplementary List

The projects in the programme have been reviewed by the Public Works and Traffic, Transportation and Environment Departments. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

The projects being recommended at this time for interim approval to allow the Region to proceed with design and calling tenders prior to Capital Budget approval are shown with an asterisk and are as follows:

1. Ferguson Avenue between King and King William
2. West 32nd Street between Scenic and Sanatorium
3. West 33rd Street between Scenic and Sanatorium
4. Hot-in-place asphalt recycling at various locations

A report will be submitted to the Committee in March with a list of streets to be considered for hot-in-place asphalt recycling as noted under Section C, Miscellaneous Projects.

Based on the above considerations, the proposed 1998 Capital Improvement Programme is as shown on attached Schedule "A".

RPM/rb
attachment

c.c. A. Ross, City Treasurer
c.c. E. M. Gill, Senior Director, Roads Division
c.c. J. Thoms, Commissioner, Regional Environment Department

CITY OF HAMILTON
1998 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS	ESTIMATE
Clarendon Avenue	Fennell	South Bend	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$628,000
Crockett Street	East 31st	Upper Gage	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work -proposed road narrowing	$956,000
Eastwood Street	Melvin	Heath	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$219,000
*Ferguson Avenue	King	King William	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$298,000
Heath Street	Sumach	Eastwood	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$ 77,000
Murray Street	Bay	James	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$313,000
Sumach Street	Melvin	Heath	-road reconstruction-sidewalk reconstruction-both sides	$236,000
*West 32nd Street	Scenic	Sanatorium	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$808,000
*West 33rd Street	Scenic	Sanatorium	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$833,000
			TOTAL A	**$4,368,000**

B. **Sidewalks Only**

STREET	FROM	TO	COMMENTS	ESTIMATE
Taylor Avenue	Lucerne	Central	-reconstruction-both sides	$ 80,000
Upper Wentworth Street	Queensdale	Fennell	-reconstruct and repair-both sides -in conjunction with Regional road resurfacing	$ 84,000
			TOTAL B	**$164,000**

C. **Miscellaneous**

DESCRIPTION	ESTIMATE
Catch basin and drain connections in conjunction with Regional sewer projects	$ 10,000
Pavement Management System - annual update	$ 40,000
Streetlighting - various locations	$ 376,000
*Hot-in-place asphalt recycling - various locations	$1,496,000
Tree planting in conjunction with reconstruction projects	$ 65,000
TOTAL C	**$1,987,000**
GRAND TOTAL	**$6,519,000**

D. Supplementary List - **Streets may be done in the order listed if residual funds are available**

STREET	FROM	TO	COMMENTS	ESTIMATE
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides	$421,000
Delevan Crescent	Seven Oaks	Seven Oaks	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$210,000
Beechwood Avenue	Sherman	Lottridge	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$389,000
Edith Avenue	Broker	Nova	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$464,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk repair-both sides -in conjunction with Regional watermain work	$563,000
		TOTAL D		**$2,047,000**

98 01 13

* Projects recommended for interim approval to proceed with design and tender call prior to Capital Budget approval for a total not to exceed $3,000,000.

3(ii)(a)

CITY OF HAMILTON

- INFORMATION -

DATE: 1998 January 9
File No. TEC-017-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Community Traffic Services Division - Information Pamphlets

BACKGROUND:

The Community Traffic Services Division has developed a series of brochures as part of its efforts to provide comprehensive information to the general public and in an effort to be more customer service oriented. The brochures which have been developed to date include information on the following topics:

- Residential Boulevard Parking
- Residential Permit Parking Programs
- Municipal Traffic By-laws
- Parking for Persons with Physical Disabilities
- Regulations with respect to dogs in public parks

These brochures are intended to be distributed through municipal offices and agencies and in response to general inquiries and at public meetings, and can be made available to members of Council and the general public in large quantities if and when required.

D. Lobo
MBH

MBH/kg

3(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 14
File No. TEC-022-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: On-street Parking in the Downtown Area

RECOMMENDATION:

That the following additional City initiatives be approved to maximize on-street parking and to improve overall parking conditions in the downtown area:

(a) That parking meters be installed on the following City streets:

i) west side of Walnut Street from King to Main Streets (3 hour duration)

ii) south side of Jackson Street from James to MacNab Streets (3 hour duration)

iii) north side of Jackson Street from MacNab Street to the City Hall (3 hour duration)

iv) east side of MacNab Street south of Vine Street (1 hour duration)

v) both sides of Vine Street from MacNab to James Streets (1 hour duration)

vii) west side of Park Street south of Vine Street (1 hour duration); and

(b) That the following full-time regulations (ie. loading zones) be converted to part-time regulations to allow free parking to occur during evening hours and on Sundays:

i) That the existing full-time "No Parking - Loading Only" regulation on the south side of Rebecca Street commencing at a point 75 feet east of James Street North and extending to a point 23 feet easterly therefrom be revised such that it is in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday.

ii) That the existing full-time "Commercial Vehicle Loading Zone" on the north side of Jackson Street East commencing at a point 30 feet west of Walnut Street and extending to a point 70 feet westerly therefrom be revised, such that it is in effect from 7:00 a.m. to 6:00 p.m., Monday to Saturday.

iii) That the existing "No Stopping, 4:00 p.m. to 9:00 a.m., 7 days a week" regulation on the west side of Hughson Street North between King Street East and Main Street East be replaced with a "No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Saturday" regulation; and

(c) That the City Traffic By-law be amended to reflect the following minor adjustments to the various parking/loading regulations which were required upon the installation of the 200 new parking meters in the downtown in July 1997:

i) That a full-time "Wheelchair Loading Zone" be implemented on the north side of King William Street commencing at a point 97 feet west of the west curb line of Walnut Street and extending to a point 44 feet westerly therefrom.

ii) That a "No Parking" regulation be implemented on the east side of Mary Street commencing at a point 166 feet north of King Street and extending to a point 62 feet northerly therefrom.

iii) That the existing full-time "Commercial Vehicle Loading Zone" on the north side of King William Street commencing at a point 26 feet west of Wellington Street and extending to a point 50 feet westerly therefrom be deleted and replaced with a "No Parking" regulation commencing at a point 63 feet west of Wellington Street and extending to a point 24 feet westerly therefrom; and

(d) That no further action be taken on the request of the Downtown Hamilton Business Improvement Area to implement a two hour parking duration on all on-street parking meters in the downtown area; and

(e) That City staff actively participate with the International Village and Downtown Hamilton BIAs to promote and advertise the recent parking initiatives/improvements for the downtown area; and

(f) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Approval of the above recommendations (as well as recommendations concerning Regional roads which are being forwarded to the next Regional Transportation Services Committee) will result in the provision of 86 additional parking meters and 14 part-time parking spaces in the downtown core for a total increase of approximately 300 additional metered parking spaces in the downtown since July 1997.

Sufficient funds have been provided in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the necessary signing changes and the Hamilton Parking Authority has advised that sufficient funds and equipment are available to cover the cost of installing the new parking meters, which will be off-set to some degree by the revenue generated by these meters.

BACKGROUND:

In 1997, several recommendations were approved to improve parking conditions in the downtown core area (bounded by Bay, York/Wilson, Wellington and Jackson) as follows:

1. The number of on-street parking meters was increased by 100 percent (from 200 to 400 meters); and

2. The hourly rate for parking meters was reduced from $1.00 per hour to 50 cents per hour; and

3. The overall level of parking enforcement was reduced; and

4. An additional 10 minutes of grace time was provided in every parking meter such that motorists now have additional time to return to their vehicles after the paid time has expired; and

5. On-street parking meters no longer operate after 6:00 p.m. on Thursday and Friday evenings; and

6. Staff have maintained a regular working relationship with the Downtown Hamilton and International Village BIAs to facilitate further parking initiatives.

Since the implementation of the above parking initiatives, staff have been working with representatives of both the International Village and Downtown BIAs to "fine tune" the new parking areas and to continue searching for additional on-street parking spaces.

a) The increase in metered parking spaces on City streets, identified in recommendation (a), can be attained without any significant negative effects from a traffic point of view since these streets are wide enough to allow parking on one or both sides without interfering with traffic flow. Appropriate corner clearances will be maintained to provide for adequate visibility and to facilitate turning movements.

A recommendation is being forwarded to the next Regional Transportation Services Committee to also allow parking on at least one more block of John Street North.

b) Staff have reviewed all of the loading zones in the downtown and consulted with the adjacent businesses to determine where it might be feasible to restrict loading activities to weekday business hours only, and to allow parking to occur in these areas during nights and weekends. The following loading areas, identified in recommendation (b), fall into this category:

- south side of Rebecca, east of James, adjacent to Cameo Family Restaurant

- north side of Jackson, west of Walnut, adjacent to LaCantina Restaurant

A recommendation is also being forwarded to the Regional Transportation Services Committee to shorten the hours of some loading zones on Regional roads.

Also, the west side of Hughson between King and Main is another block where staff have not been able to rationalize the existing regulations. Presently, loading and unloading by commercial vehicles is allowed throughout the day, Monday to Saturday, but stopping of all vehicles is prohibited at all other times. However, since the west curb lane is blocked almost continuously throughout the day when vehicular traffic and bus traffic is heaviest, without undue interference with traffic movement, it is concluded that parking could be allowed during evening hours and on Sunday when traffic is lighter.

c) Prior to installing the additional 200 new parking meters last summer, staff acknowledged, in report TEC-105-97, that "fine-tuning" of the regulations and subsequent follow-up reports might be necessary, since all consultation was for the most part with the two BIAs rather than individual merchants. Recommendation (c) is therefore "housekeeping" items only and reflects the adjustments which were necessary at the time of the meter installations last summer.

d) In October 1997, the Downtown Hamilton BIA requested (in addition to free parking on Thursday and Friday nights) that all on-street parking meters in the downtown area, except those within the International Village BIA boundaries, be changed to two hours in duration.

The primary function of a parking meter is to create a parking turnover so that the spaces are available for shoppers. Thus, past practice of both the City and Regional Councils have been to set the parking meter durations in accordance with the needs of the abutting merchants. For instance, a thirty minute parking time limit might be appropriate for a variety store, barber shop, etc. but would not be appropriate for shoppers attending movie theatres, fine dining restaurants, etc. Thus, while there are merits in having a uniform parking time limit throughout the downtown, further investigation and consultation with major traffic generators such as the Hamilton Farmers' Market, Hamilton Public Library, Eaton's Centre, Jackson Square, International Village BIA, etc. was required in order to determine if a uniform two hour parking time limit would be feasible in the downtown. The Transport and Environment Committee, on 1997 November 4, directed staff to investigate and report back regarding this matter.

On 1997 November 19, a meeting was convened by staff, with representatives of the Downtown Hamilton and International Village BIAs, Hamilton Farmers' Market, Hamilton Public Library and the Hamilton Parking Authority to discuss the feasibility of a uniform two hour parking time limit in the downtown. Virtually all agreed that the parking meter durations should be established in accordance with the needs of the businesses in each block and this information was taken back to the board of the Downtown Hamilton BIA for consideration. By letter dated 1997 December 17, the Downtown Hamilton BIA has advised that they do not wish to pursue this matter further at this time.

e) An integral part of any comprehensive downtown parking improvement program is advertising and promoting the various parking initiatives, and it is also recommended that staff work the BIAs, possibly through the formation of an informal Downtown Parking Working Group, to develop such material.

A meeting was held with representatives of the Downtown Hamilton and International Village BIAs on 1998 January 14 to discuss the recommendations, and they support the current recommendations.

MBH/kg

3(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 12
File No. TEC-025-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Blake Street and Maplewood Avenue - School Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Blake Street and Maplewood Avenue during the morning and evening school crossing periods only, on a permanent basis; and

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of approximately $4000., plus administrative costs, for a School Crossing Guard at this location on a permanent basis.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4000. per year, plus administrative costs. This increase cannot be accommodated within the current (1998) School Crossing Guard Program budget estimates. However, an expansion package has been prepared for presentation to Committee as part of the 1998 current budget process.

BACKGROUND:

Staff have been contacted by Mr. E. Bradica, the Principal of St. Columbia School, as well as by the St. Columbia School Council with concerns relating to children crossing Maplewood Avenue at Blake Street and the need for a School Crossing Guard. These requests were initiated due to construction occurring on Cumberland Avenue and the fact that traffic was diverted from

Cumberland to Maplewood. As a result, staff monitored the location and determined that a School Crossing Guard was required during this construction period. In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1997 December 05.

Staff undertook vehicular and pedestrian studies at the intersection on 1998 January 06, subsequent to traffic volumes returning to previous levels to determine the need to retain the School Crossing Guard on a permanent basis. The studies have confirmed that there are insufficient gaps in traffic for children to cross Maplewood safely. During the morning school crossing period there were 33 children crossing Maplewood and 66 crossing Blake while during the afternoon crossing period 38 crossed Maplewood and 98 crossed Blake.

Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Blake Street and Maplewood Avenue during the morning and evening school crossing periods only on a permanent basis.

TA/MBH/kg

3(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 6
File No. TEC-007-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cannon Street East and Lottridge Street - School Crossing Guard

RECOMMENDATION:

(a) That the existing hours of the School Crossing Guard at the intersection of Cannon Street East and Lottridge Street be extended to include the lunch time school crossing periods up until the approval of the 1998 Departmental Budget; and

(b) That said assignment be subject to the approval of an expansion package totalling approximately $2500., plus administrative costs, which will be presented during the 1998 current budget deliberations.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to extend the School Crossing Guard's duty times to include the lunch time school crossing periods is approximately $2500. per year, plus administrative costs. This increase cannot be accommodated within the current (1998) School Crossing Guard Program budget estimates. However, an expansion package has been prepared for presentation to Committee as part of the 1998 current budget process.

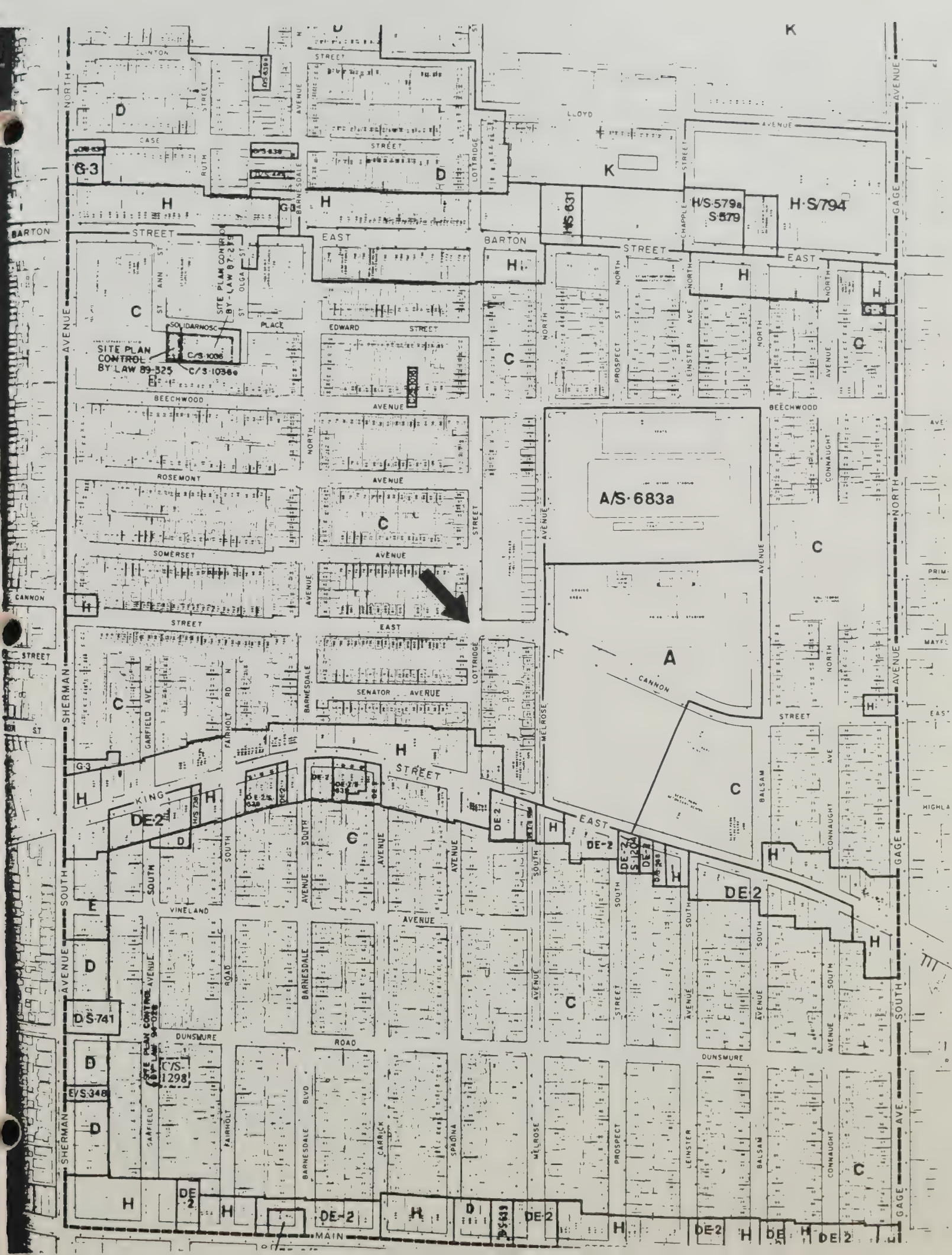
BACKGROUND:

On 1997 February 11, the City Council approved the assignment of a School Crossing Guard to the intersection of Cannon Street East and Lottridge Street for the morning and evening periods only. This Department was recently contacted by a Ms. Peggy Atkinson, 792 Cannon Street East, who has advised that children are now crossing at this location during the lunch periods and are experiencing difficulty in crossing Cannon.

On 1997 November 26, staff investigated the concern and determined that there are now approximately 70 to 75 children crossing Cannon at Lottridge during the lunch time periods. The traffic signal at this location alternates the right-of-way such that pedestrians should have adequate opportunity to cross the roadway. However, children were observed, on many occasions, crossing incorrectly and motorists disobeyed the signals on several occasions.

The Principal of Lloyd George School was contacted and advised that she would make every attempt to better monitor the children crossing at this location, but due to other areas of responsibility, could not ensure that she could be at the location on a regular basis which would be required to alleviate the problem. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Cannon and Lottridge during the lunch time school crossing periods.

TA/MBH/kg


BARTON STREET EAST
KING STREET EAST
MAIN STREET
CANNON STREET EAST
SENATOR AVENUE
VINELAND AVENUE
DUNSMURE ROAD
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
EDWARD STREET
SHERMAN AVENUE SOUTH
GAGE AVENUE SOUTH
BARNESDALE AVENUE
LOTTRIDGE STREET
MELROSE AVENUE
CONNAUGHT AVENUE NORTH
BALSAM AVENUE SOUTH
PROSPECT STREET
LEINSTER AVENUE
CHAPPLE AVENUE
FAIRHOLT ROAD N
GARFIELD AVENUE
CARRICK BLVD
SPADINA ROAD
A/S-683a
H/S-579a
S-579
H-S/794
H/S-631
DS-741
C/S-1298
E/S-348
SITE PLAN CONTROL BY-LAW 89-525
C/S-1036
SITE PLAN CONTROL BY-LAW 87-219
SOLIDARNOSC
DE-2
H
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E
G-3

3(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 6
File No. TEC-006-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Beryl Street and Birchview Drive - School Crossing Guard

RECOMMENDATION:

(a) That the action of the Commissioner of Public Works and Traffic in temporarily assigning a School Crossing Guard to the intersection of Beryl Avenue and Birchview Drive during the morning and evening school crossing periods be confirmed; and

(b) That the temporary School Crossing Guard be removed at the end of the 1997-1998 school year pending confirmation that there is a reduction in the traffic volumes on Beryl Street/Birchview Drive.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard until the end of June, 1998 with a morning and evening duty time is approximately $2000. plus administrative costs. This increase can be accommodated within the current (1998) School Crossing Guard Program budget estimates while temporarily increasing staff complement by one.

BACKGROUND:

Two recent public meetings were convened by Aldermen Tom Jackson and Bob Charters with residents of the Berrisfield Neighbourhood to discuss residents' concerns relating to the closure of Limeridge Road and the opening of the Lincoln Alexander Parkway. While the traffic volume on Limeridge has been reduced to that of a neighbourhood collector roadway, Beryl and Birchview have increased from a residential street volume (1400 vehicles per day) to a collector (4000 vehicles per day). One concern by area residents relates to the increased traffic and the safety of school-aged children crossing Birchview at Beryl, which is a "T" type intersection controlled by an all-way stop.

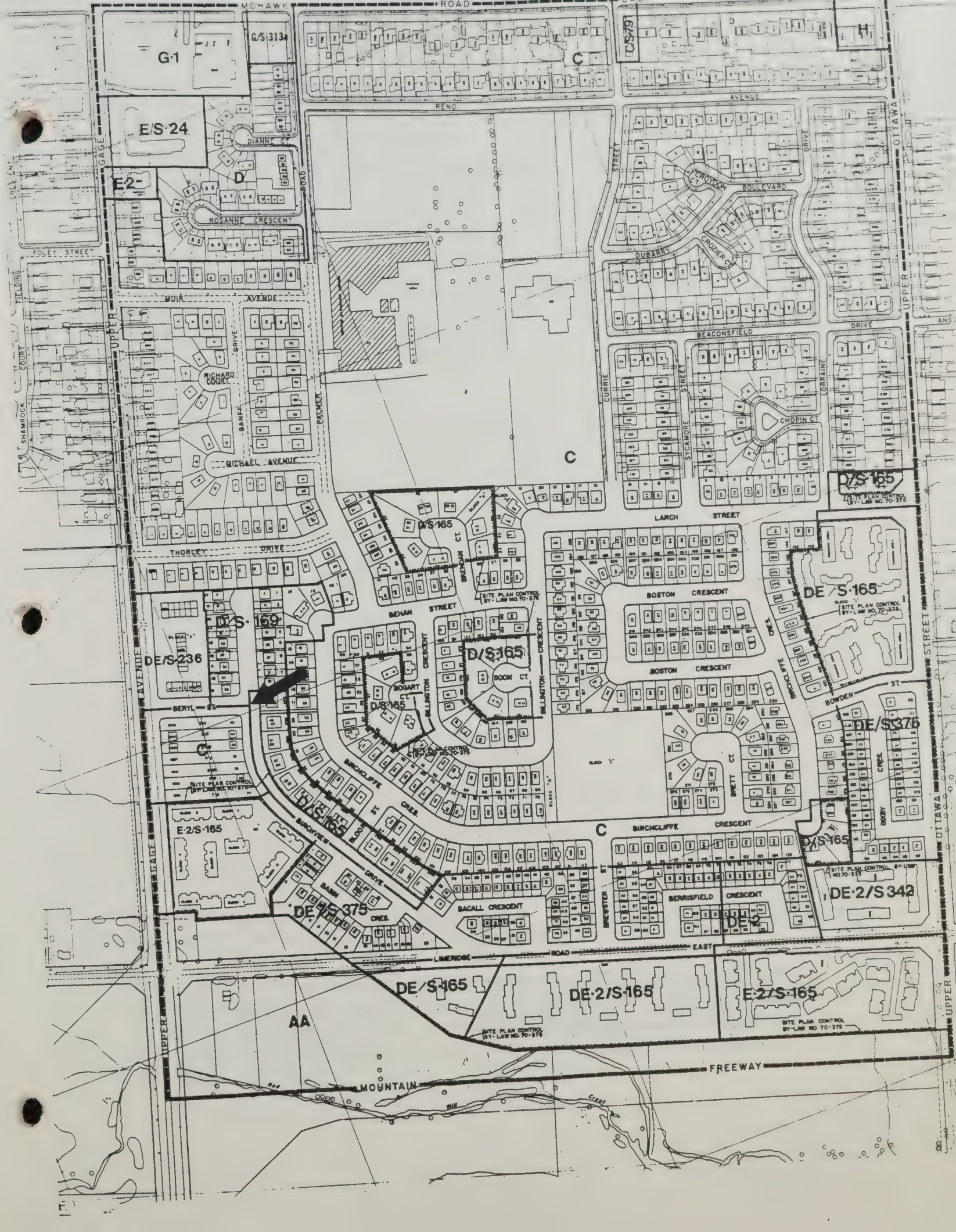
Staff undertook vehicular and pedestrian studies at the intersection on 1997 November 26 and 27. The studies included the monitoring of children crossing Beryl and Birchview and the number of vehicles using both roadways. Because the intersection is controlled by an all-way stop, special observations were undertaken to determine whether there were any behavioural problems such as motorists not stopping for the stop signs, pedestrians not being observant at the crossing or whether there was any hesitation or delay experienced by the children.

The location of the School Crossing Guard is immediately adjacent to a pedestrian walkway such that all children from the internal neighbourhood cross at this point.

During the morning crossing period, 38 children were observed crossing Birchview while in the evening period, 34 children crossed Birchview. No children crossed Beryl during either survey period. Several conflicts were observed between motorists and children attempting their movement at the same instance. In addition, it was observed that as many as 75 percent of the motorists did not stop for the stop signs. The Regional Police have given this intersection special attention regarding moving violations but the violation rate is still high.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1997 December 10 and is recommended until the end of the school year while the volume of traffic conditions are being monitored. Staff will review the matter with both Ward Aldermen and report back to Committee during the summer should the guard be required beyond June.

TA/MBH/kg


MOHAWK ROAD
G-1
G/S-313
C
C/S-791
H
E/S-24
DIANNE CT.
E-2
D
ROSANNE CRESCENT
GAGE AVENUE
FOLEY STREET
MUIR AVENUE
RICHARD COURT
DRIVE
BANFF
PALMER
MICHAEL AVENUE
THORLEY DRIVE
UPPER SHAMROCK COURT
FIELDING
RENO AVENUE
CROTON BOULEVARD
CROZIER CT.
DUBARRY DRIVE
BEACONSFIELD
CHOPIN CT.
LORRAINE
SYCAMORE STREET
CURRIE STREET
LARCH STREET
BOSTON CRESCENT
BOWDEN ST
BIRCHCLIFFE CRESCENT
BERRISFIELD CRESCENT
BACALL CRESCENT
BRETT CT.
BOOM CT.
BOGART CT.
BELLINGTON CRESCENT
BEXHAN STREET
BERYL ST.
LIMERIDGE ROAD EAST
FREEWAY
MOUNTAIN
D/S-165
D/S-169
DE/S-236
DE/S-165
DE/S-375
DE-2/S-165
DE-2/S-342
E-2/S-165
E-2/S-165
DE-2
AA
SITE PLAN CONTROL BY-LAW NO. 70-375

3(ii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 09
File No. TEC-024-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Herkimer Street and Kent Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Herkimer Street and Kent Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Mary Kiss and Alderman Marvin Caplan have requested that all-way stop control be implemented at the intersection of Herkimer and Kent.

The intersection of Herkimer and Kent is a four-leg intersection, and presently, northbound and southbound traffic on Kent is required to stop for eastbound traffic on Herkimer, which is a one-way street. Records indicate that this intersection has experienced an average of only one collision per year over the past seven years. This is a good collision record for this type of intersection.

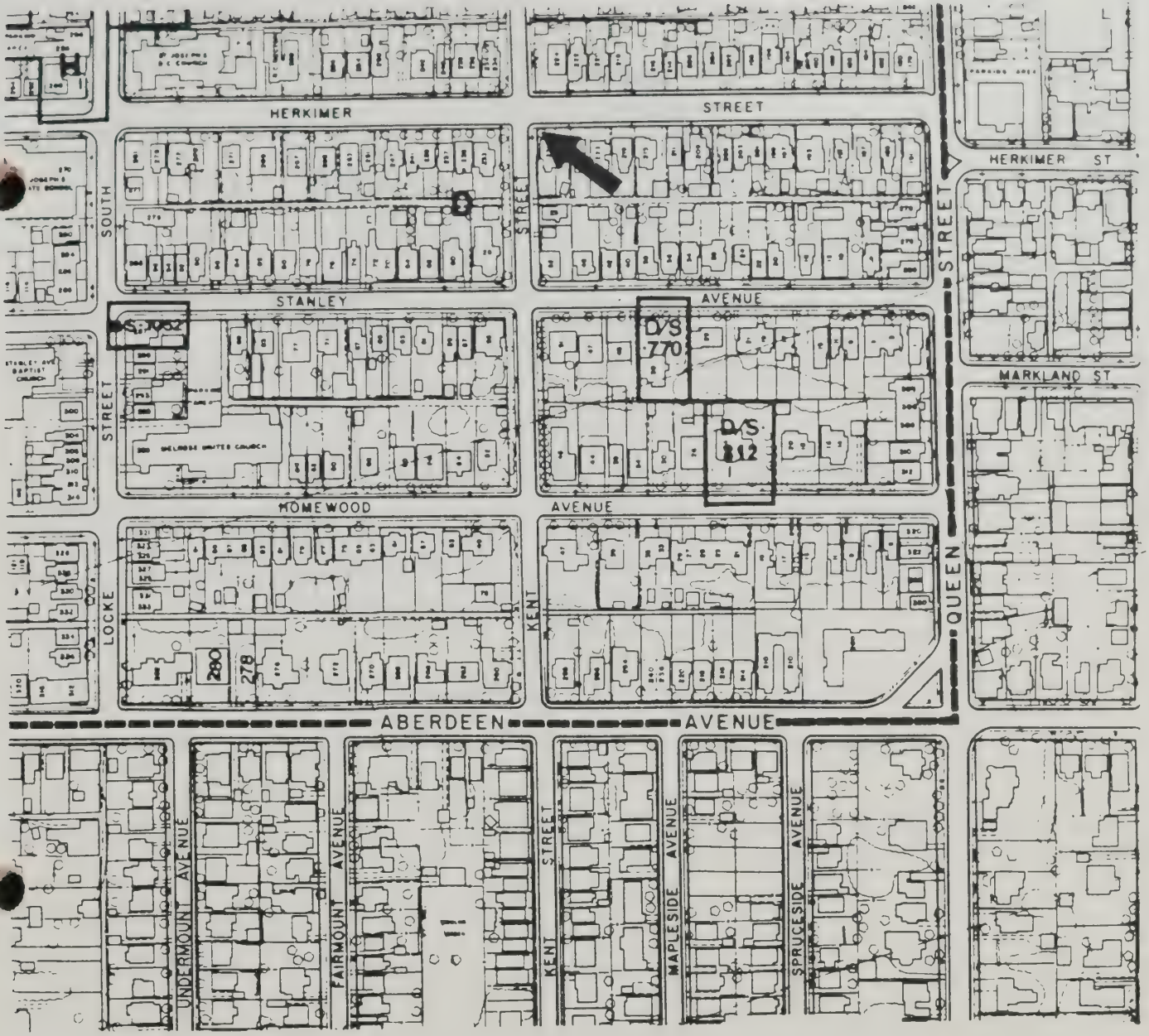
Experience has shown that the installation of one or two stop signs on a particular section of street has no effect on the speed or volume of traffic on that particular street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device, to the extent that the compliance with stop signs is deteriorating every year.

Presently, eastbound traffic on Herkimer is required to stop at three of four intersections between Dundurn and Queen. Staff would consider an additional stop on Herkimer at Kent to be over-restrictive and unnecessary.

The Traffic Division utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

For the above-noted reasons, the Traffic Division does not support the request for three-way stop control at Herkimer and Kent.

CVB/MBH/klk



135	127	21
136	92	41
26	93	41

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

KIRKENDALL NORTH

ZONING

Neighbourhood Boundary

Zoning Boundary.

0 100m

SCALE 50m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO 6803

PAGE NO 92

4.

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE
Monday, 1998 February 16th
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **CAPITAL BUDGET SUBMISSIONS**

2. **ADJOURNMENT**

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 January 19
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 December 11

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) Belview Avenue between King Street East and Dunsmure Road

(b) No. 241 Charlton Avenue West
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(c) Aberdeen Avenue between Queen Street South and Hess Street South -
Request to Allow Overnight Parking

(d) No. 275 Paling Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(e) No. 11 East 21st Street
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(f) No. 10 Inchbury Street
Request for a Reserved
"Permit parking" Space for a Disabled Resident

(g) Holmes Avenue between Leland Street and Emerson Street

(h) Clinton Street Between Ruth Street and Barnesdale Avenue North

(i) Parking Regulations on Wexford Avenue South adjacent to A.M. Cunningham School

(j) East 22nd Street, south of Concession Street

(k) Sanders Boulevard between West Park Avenue and Daleview Court

(l) Pearl Street South between Hunter Street West and Bold Street

(m) Ofield Road, west of Ewen Road

ii. **Intersection Control**

(a) Intersection of Coral Drive and Fielding Crescent

(b) Intersection of Roland Road and Regent Avenue

(c) Intersection of Eagleglen Way and Upper Paradise Road

iii. **Miscellaneous**

Southampton Drive and Grandoaks Drive - U-Turn Prohibition

iv. **City Engineer**

1998 Servicing Expenditures Related to Subdivisions

C. **CITY CLERK**

Declaration of Surplus Property/Sale of the east/west alley south side of 73 East 19th Street to Upper Wentworth and the north/south alley northerly to the north limit of 57 East 19th Street

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Thursday, 1997 December 11
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:

Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Also present:

Alderman M. Caplan
Alderman R. Corsini
Alderman D. Haining
Alderman G. Copps
Alderman B. Charters
Alderman B. Kelly
Alderman D. O'Sullivan
B. Price, Hamilton Safety Council
J. G. Pavelka, Chief Administrative Officer
D. Lobo, Commissioner of Public Works and Traffic
C. Firth-Eagland, Public Works and Traffic
R. Meiers, Public Works and Traffic
M. Hazell, Public Works and Traffic Department
T. Arnold, Public Works and Traffic Department
P. Noé-Johnson, City Solicitor
J. Schatz, City Clerk
J. Spolnik, Building Department
G. Aston, Roads Department
D. Onishi, Roads Department
E. Chajka, Roads Department
M. Watson, City Clerks Department
R. Bowen, M.O.E.E.
K. Christenson, Secretary

1. **DELEGATIONS:**

(a) **City Sale to Peninsula Orthodontic Services Incorporated**
1543 Main Street East, Hamilton, Municipal Car Park No. 11

The Committee was in receipt of a report dated 1997 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a brief presentation from Mr. Aston, and as no delegation was present to speak to the matter, the Committee approved the following recommendation:

That the By-law to sell a portion of closed Garside Avenue North to Peninsula Orthodontic Services Incorporated, designated as Part 1 on Plan 62R-13955 be prepared to the satisfaction of the City Solicitor and be enacted by Council.

(b) **CleanSoils Ltd.**
830 Dunn Avenue

The Committee was in receipt of correspondence dated 1997 October 9 from the Ministry of Environment and Energy respecting the subject matter.

830 Dunn Avenue

Alderman Wilson updated the Committee on the sandblasting operation at 830 Dunn Avenue between Dunn Avenue and Woodward Avenue. He stated that in spite of numerous complaints, charges and convictions against this company by the M.O.E.E., the operation was still active and the impact on the surrounding residents had not improved.
Mrs. Veltri, a resident on Dunn Avenue addressed the Committee on the impact of this business on her home.

Mr. Bowen informed the Committee indicated that the company had complied with some of the M.O.E.E. directives and had installed equipment which will lessen the environmental impact on the surrounding area. He stated that any complaints that have been received have been investigated, however the investigations have not revealed any problems.

Subsequently, following further discussion, the Committee approved the following recommendation:

That the issue of the environmental impact of the business operating at 830 Dunn Avenue be referred to the City Solicitor in order that a report on the matter be prepared for the Committees information/consideration.

CleanSoils Ltd.

Alderman Collins reviewed the chronology of events surrounding the CleanSoils operation.

Mr. Bowen indicated that the company had been attempting to comply with the M.O.E.E. field orders and that fines had been paid. He informed the committee that two of three orders had been completed to the satisfaction of the ministry and that CleanSoils had requested an extension in order to complete the third requirement.

Following further discussion, the Committee approved the following recommendation:

(a) That the Ministry of Environment and Energy be requested to report to and update the Transport and Environment Committee on a regular basis, all complaints, charges, status of compliance and prosecution respecting the operation of CleanSoils Ltd.; and,

(b) That Mr. Brian Hinkley, Hamilton Harbour Commissioner, be requested to provide the City of Hamilton with the details of the Hamilton Harbour Commission lease to CleanSoils Ltd. for their site on Eastport Drive.

2. CONSENT AGENDA

A. MINUTES

i. The minutes of the Transport and Environment Committee meeting of 1997 October 6 were adopted as circulated to the Members.

ii. the minutes of the special Transport and Environment Committee meeting of 1997 November 4 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Gladstone Avenue between Delaware and Main Street East**

The Committee was in receipt of a report dated 1997 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Two Hour Parking Time Limit, 24 Hours a Day, Monday to Friday" regulation on the east side of Gladstone Avenue between Delaware Avenue and Main Street East be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 552 Mary Street**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Mary Street commencing at a point 140 feet south of Burlington Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Anchse Marchi, No. 552 Mary Street.

(c) **No. 37 Francis Street**
Request to Modify the Existing Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Francis Street which commences at a point 106 feet west of Douglas Street and extends to a point 20 feet westerly therefrom be relocated such that the regulation commences at a point 145 feet west of Douglas Street and extends to a point 20 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 175 Shaw Street**

The Committee was in receipt of a report dated 1997 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the north side of Shaw Street commencing at a point 195 feet east of Cheever Street and extending to a point 78 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 27 Stapleton Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Stapleton Avenue commencing at a point 302 feet north of McAnulty Boulevard and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Tom Parisee, No. 27 Stapleton Avenue.

(f) **Whitney Avenue between Broadway Avenue and Bowman Street**

The Committee was in receipt of a report dated 1997 November 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Whitney Avenue between Broadway Avenue and Bowman Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 223 Avondale Street**

The Committee was in receipt of a report dated 1997 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Avondale Street commencing at a point 193 feet south of Mons Avenue and extending to a point 14 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Traymore Avenue between Forsyth South and Dalewood Avenue**

The Committee was in receipt of a report dated 1997 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation and "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on Traymore Avenue between Forsyth Avenue South and Dalewood Avenue be replaced with a "No Parking" regulation on the north side and a "Permit Parking" regulation on the south side, and that the City Traffic By-law No. 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to initially issue two parking permits to No. 103 Traymore Avenue and one parking permit to Nos. 74, 75, 76, 77, 98, 107, 114 and 115 Traymore Avenue and any additional permits (to a maximum of 18) on a first come first served basis.

(i) **Munroe Street and Hillyard Street between Niagara and Brant Street**

The Committee was in receipt of a report dated 1997 November 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a fulltime "One Hour Parking Time Limit" regulation be implemented on the north side of Munroe Street between Niagara Street and Hillyard Street; and,

(b) That a fulltime "One Hour Parking Time Limit" regulation be implemented on the west side of Hillyard Street between Munroe Street and Brant Street; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Brant Street between Wentworth Street North and Niagara Street**

The Committee was in receipt of a report dated 1997 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the north side of Brant Street between Wentworth Street and Niagara Street be replaced with a "Permit Parking" regulation and a "No Parking, 8:00 a.m. to 12:00 p.m., 3rd Wednesday, April to November" regulation; and,

(b) That a "No Stopping" regulation be implemented on the north side of Brant Street from Wentworth Street to 55 feet easterly therefrom; and,

(c) That a "Permit Parking" regulation be implemented on the south side of Brant Street, from Wentworth Street to Niagara Street; and,

(d) That the City of Hamilton Traffic By-law No. 89-72 be amended accordingly; and,

(e) That the Commissioner of Public Works and Traffic be authorized to issue up to a maximum of 13 permits to abutting residents.

(k) **No. 57 Macauley Street West**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Macauley Street West commencing at a point 269 feet west of MacNab Street North and extending to a point 16 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Blair Crawford, No. 57 Macauley Street West.

(l) **No. 168 Albany Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Albany Avenue commencing at a point 74 feet west of Cope Street and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Pam Prawdzik, No. 168 Albany Avenue.

(m) **Cameo Avenue between Upper Sherman and Carmen Avenue**

The Committee was in receipt of a report dated 1997 November 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Cameo Avenue between Upper Sherman Avenue and Carmen Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **South Side of Brant Street, east of Niagara Street**

The Committee was in receipt of a report dated 1997 October 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on south side of Brant Street, commencing at Niagara Street and extending to a point 165 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Balmoral Avenue North, north of Cannon Street East**

The Committee was in receipt of a report dated 1997 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the two existing one hour parking meters on the west side of Balmoral Avenue North, commencing 57 feet north of Cannon Street East and extending to a point 36 feet northerly therefrom, be replaced with a "No Parking" regulation, and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **Apartment Building at No. 23 Spring Street**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1997 October 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue one Time Limit Exemption Permit to Mr. Robert Ewin, No. 23 Spring Street.

(q) **Devonport Street between Tom Street and York Boulevard**

The Committee was in receipt of a report dated 1997 October 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., seven days a week" regulation on the west side of Devonport Street between Tom Street and York Boulevard and on the east side of Devonport Street between Tom Street and a point 171 feet south of York Boulevard be revised, such that the regulation is in effect until 5:00 p.m., Monday to Friday, and that the City Traffic By-law No. 89-72 be amended accordingly.

(r) **No. 485 Dundurn Street South**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 October 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Dundurn Street South commencing at a point 139 feet south of South Street and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Crawford, No. 485 Dundurn Street South.

(s) **No. 442 Catharine Street North**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 October 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 49 feet south of Picton Street East and extending to a point 18 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Robert Scgato, No. 442 Catharine Street North.

(t) **No. 110 Ray Street North**
Request to Relocate a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 October 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing by-law entry allowing for a "Permit Parking" regulation on the west side of Ray Street North commencing at a point 24 feet south of Florence Street and extending to a point 18 feet southerly therefrom be rescinded; and,

(b) That a "Permit Parking" regulation be implemented on the south side of Florence Street commencing at a point 62 feet west of Ray Street North and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Helen Qubaia, No. 110 Ray Street North.

(u) **No. 346 John Street North**
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 October 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of John Street North commencing at a point 58 feet north of Strachan Street East and extending to a point 25 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(v) **King's Forest Drive, north of Nova Drive**

The Committee was in receipt of a report dated 1997 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on the east side of Kings Forest Drive commencing at Nova Drive and extending to a point 92 feet northerly therefrom and on the west side of Kings Forest Drive commencing 68 feet north of Nova Drive and extending to a point 20 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(w) **West Side of West 27th Street, north of Bendamere Avenue**

The Committee was in receipt of a report dated 1997 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of West 27th Street commencing at Bendamere Avenue and extending to a point 121 feet northerly therefrom, be extended 56 feet northerly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(x) **Intersection of Acadia Drive/Annapolis Way and Acadia Drive**

The Committee was in receipt of a report dated 1997 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the north side of Acadia Drive/Annapolis Way commencing 39 feet west of Acadia Drive (east leg) and extending to a point 91 feet easterly therefrom be extended 20 feet easterly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(y) **90 Gibson Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue, commencing 141 feet north of Cannon Street East and extending to a point 21 feet northerly therefrom, and on the west side of the street commencing 156 feet north of Cannon Street East and extending to a point 23 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. George Davis, No. 90 Gibson Avenue.

(z) **No. 50 Somerset Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 139 feet west of Barnesdale Avenue North and extending to a point 24 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Gail Quinn, No. 50 Somerset Avenue.

(aa) **Angela Avenue between West 32nd and West 35th Streets**

The Committee was in receipt of a report dated 1997 November 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Angela Avenue between West 32nd Street and West 35th Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(bb) **No. 1064 Cannon Street East**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

The Committee was in receipt of a report dated 1997 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Belview Avenue commencing at a point 27 feet south of Cannon Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Claudio Klanjscek, No. 1064 Cannon Street East.

(ii) **Intersection Control**

(a) **Westerly intersection of Gainsborough Road and Old Orchard Road**

The Committee was in receipt of a report dated 1997 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the westerly intersection of Gainsborough Road and Old Orchard Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Milkyway Drive and Solomon Crescent**

The Committee was in receipt of a report dated 1997 November 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Milkyway Drive be required to stop for eastbound and westbound traffic on Solomon Crescent, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Replacing Yield signs with Stop Signs in the Glenview East Neighbourhood**

The Committee was in receipt of a report dated 1997 November 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing southbound yield signs at the intersections of Adair Avenue South and Lucerne Avenue and Taylor Avenue and Lucerne Avenue be replaced with stop signs; and,

(b) That the existing northbound yield signs at the intersections of Taylor Avenue and Central Avenue and Reid Avenue South and Central Avenue be replaced with stop signs; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersections of Kirkfield Road and Springside Drive and Piano Drive and Jacqueline Boulevard**

The Committee was in receipt of a report dated 1997 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That westbound traffic on Kirkfield Road be required to stop for northbound and southbound traffic on Springside Drive; and,

(b) That northbound traffic on Piano Drive be required to stop for eastbound and westbound traffic on Jacqueline Boulevard; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Intersection of West 16th Street and Sanatorium Road**

The Committee was in receipt of a report dated 1997 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of West 16th Street and Sanatorium Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Intersection of Locheed Drive and Castle Street**

The Committee was in receipt of a report dated 1997 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Locheed Drive and Castle Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Southwesterly Intersection of Purnell Drive and Clifton Downs Road**

The Committee was in receipt of a report dated 1997 November 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Purnell Drive be required to stop for northbound and southbound traffic on Clifton Downs Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Intersection of Ambassador Drive and Montcalm Drive**

The Committee was in receipt of a report dated 1997 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Ambassador Drive and Montcalm Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Intersection of Elliott Avenue and Toby Crescent**

The Committee was in receipt of a report dated 1997 October 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Elliott Avenue and Toby Crescent, and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Intersection of Argyle Avenue and Norman Street**

The Committee was in receipt of a report dated 1997 October 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Norman Street be required to stop for eastbound and westbound traffic on Argyle Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Intersection of Berko Avenue and Baroche Street**

The Committee was in receipt of a report dated 1997 October 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Baroche Street be required to stop for eastbound and westbound traffic on Berko Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Intersection of Locke Street South and Herkimer Street**

The Committee was in receipt of a report dated 1997 October 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Locke Street South and Herkimer Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Intersection of Crosthwaite Avenue South and Normandy Road**

The Committee was in receipt of a report dated 1997 December 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Crosthwaite Avenue South be required to stop for eastbound and westbound traffic on Normandy Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **No. 179 Cochrane Road**
Request to Remove a Wheelchair

The Committee was in receipt of a report dated 1997 November 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation on the east side of Cochrane Road commencing at a point 97 feet south of Central Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Locke Bus Route - Bus Stop Removal and Installations**

The Committee was in receipt of a report dated 1997 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway Company bus stops be installed and/or removed:

Route No. 7 Locke

Add - Westbound Hunter Street West, north side, 77 feet east of the east curb line (projected) of Park Street (M/B); and,

Add - Westbound Hunter Street West, north side, 36 feet east of the east curb line of Bay Street South (N/S); and,

Delete - Westbound Duke Street, north side, 15 feet east of the east curb line of Bay Street South (N/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Devonport Street and York Boulevard**

The Committee was in receipt of a report dated 1997 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the east side of Devonport Street commencing at York Boulevard and extending to a point 44 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **West Side of Waverly Street, north of Melvin Avenue**

The Committee was in receipt of a report dated 1997 November 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Waverly Street commencing 62 feet north of Melvin Avenue and extending to a point 85 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Intersection of Jameston Avenue and West 5th Street**

The Committee was in receipt of a report dated 1997 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That "No Stopping" corner clearances be implemented on both sides of Jameston Avenue commencing at West 5th Street and extending to a point 63 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Bayfront Bus Route - Bus Stop Relocation**

The Committee was in receipt of a report dated 1997 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway Company bus stop be relocated:

Route No. 4 BAYFRONT:

Delete - Northbound - Depew Street, east side, 153 feet south of Gertrude Street (M/B); and,

Add - Northbound -		Depew Street, east side, 149 feet north of Gertrude Street (M/B); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Intersection of Hester Street and Ridge Street**

The Committee was in receipt of a report dated 1997 November 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Hester Street commencing at Ridge Street and extending to a point 120 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Macklin Street, Unsworth Drive and Hempstead Drive Bus Route and Snow Route Designations**

The Committee was in receipt of a report dated 1997 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Macklin Street from King Street West to Longwood Road North, Unsworth Drive from Upper Ottawa Street to Hempstead Drive, Hempstead Drive from Unsworth Drive to Nebo Road, Omni Drive from Stone Church Road to Upper Horning Road, and Upper Horning Road from Omni Drive to the northerly end, north of Elena Court be designated as bus routes and snow routes; and,

(b) That the snow route and bus route designations for Ambrose Avenue from Veevers Drive to Greenhill Avenue, Elmwood Avenue from Garth Street to West 21st Street, Grenadier Drive from Mohawk Road to Toby Crescent, Osbourne Street from Melvin Avenue to Barton Street, Talbot Street from Melvin Avenue to Barton Street, Toby Crescent from Upper Kenilworth Avenue to Grenadier Drive, Upper Horning Road from Mohawk Road to Golf Links Road, Veevers Drive from Quigley Road to Ambrose Avenue, and West 21st Street from Sanatorium Road to Elmwood Avenue be repealed; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **West Side of Jefferson Avenue, south of Main Street East**

The Committee was in receipt of a report dated 1997 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the west side of Jefferson Avenue commencing at Main Street East and extending to a point 88 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **School Bus Loading Zone on Bonaparte Way adjacent to St. Marguerite D'Youville School**

The Committee was in receipt of a report dated 1997 September 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way commencing at a point 84 feet east of the east curb line of Brigade Drive and extending 120 feet easterly be removed; and,

(b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bonaparte Way commencing at a point 82 feet east of the east curb line of Corsica Court and extending 29 feet easterly be removed; and,

(c) That a "No Stopping Anytime" regulation be installed on the south side of Bonaparte Way commencing at a point 108 feet west of Fusilier Drive and extending to a point 54 feet east of Fusilier Drive; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(k) **North side of Ward Avenue, west of Bowman Street**

The Committee was in receipt of a report dated 1997 September 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the north side of Ward Avenue commencing at Bowman Street and extending to a point 60 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **No. 33 Cumberland Avenue**
Discharge of Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1997 October 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 390693AB to the property at No. 33 Cumberland Avenue be discharged, at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge of this agreement; and,

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

(m) **South Side of King William Street, east of John Street North**
Request to Replace a Commercial Vehicle Loading Zone with a "No Parking" Regulation

The Committee was in receipt of a report dated 1997 November 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Commercial Vehicle Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of King William Street commencing at a point 64 feet east of John Street North and extending to a point 22 feet easterly therefrom be replaced with a fulltime "No Parking" regulation, and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **No. 321 West 2nd Street**
Request for a Wheelchair Loading zone

The Committee was in receipt of a report dated 1997 October 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the east side of West 2nd Street commencing at a point 141 feet south of South Bend Road West and extending to a point 23 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **No. 405 East 27th Street**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 October 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 3:00 p.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Franklin Road commencing at a point 57 feet east of East 27th Street and extending to a point 33 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **Intersection of King's Forest Drive and Nova Drive**

The Committee was in receipt of a report dated 1997 October 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Nova Drive, commencing at Kings Forest Drive and extending to a point 68 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(q) **Canadian Corps of Commissionaires Annual Billing Rates for 1998**

The Committee was in receipt of a report dated 1997 October 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1998, in accordance with the conditions of the attached Vendor's quote as follows:

Position	Billing Rate Per Hour
Master Warrant Officer	$12.48
Commissionaire	$11.20

(r) **Intersection of Mountville Avenue and Upper Wellington Street**

The Committee was in receipt of a report dated 1997 November 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the north side of Mountville Avenue commencing at Upper Wellington Street and extending to a point 59 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(s) **Nos. 140 and 144 East 45th Street**
Discharge of Two Residential Boulevard Parking Agreements

The Committee was in receipt of a report dated 1997 November 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the two existing residential boulevard parking agreements registered as Instrument Nos. 8333 and 8334 to the properties at Nos. 140 and 144 East 45th Street, respectively, be discharged, at the City's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the discharge and registration of these agreements; and,

(c) That the owners of these properties be permitted to execute a revised residential boulevard parking agreement for their respective properties, at the City's expense.

(iv) City Engineer

(a) **Encroachment Agreements**

The Committee was in receipt of a report dated 1997 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(b) **Landscaping Agreement, No. 90 Stinson Street**

The Committee was in receipt of a report dated 1997 October 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Good Shepherd Homes Inc. owners of No. 90 Stinson Street, to establish and maintain landscaping measuring 3.60m x 34.00m and a Victorian style ornamental fence approximately 34.00m x 1.00m in height, onto the road allowance of East Avenue South Avenue, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $184 and a subsequent annual fee of $52.

(c) **Street Incorporation**

The Committee was in receipt of a report dated 1997 November 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Alfrin Court	Part 1	62R-13808
Bolzano Drive	Block 39	62M-806
Fano Drive	Block 28 & 29	62M-808
Linden Street	Part 1	62R-14281
Locheed Drive	Block 32	62M-745
Mapleridge	Block 55	62M-743
Sirente Drive	Part 1	62R-14308

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by City Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the by-laws.

(d) **Encroachment Agreement - Nos. 7 - 11 Mary Street**

The Committee was in receipt of a report dated 1997 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of 953783 Ontario Ltd., owner of Nos. 7 - 11 Mary Street, to establish and maintain a fire escape landing measuring 1.00m x 8.00m, encroaching onto the road allowance of Mary Street and fire escape stairs measuring 0.70m x 7.30m encroaching onto the first assumed alley north of Nos. 7 - 11 Mary Street, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $184 and a subsequent annual fee of $52.

(e) **Discharge of Encroachment Agreement, No. 80 King William Street**

The Committee was in receipt of a report dated 1997 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Encroachment Agreement for No. 80 King William Street, registered as Instrument No. 313494CD., be discharged; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 313494CD. in a form satisfactory to the Law Department.

(f) **Encroachment Agreement, No. 709 Barton Street East**

The Committee was in receipt of a report dated 1997 November 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Srokowski Developments, owners of No. 709 Barton Street East, to establish and maintain a wheelchair ramp measuring 2.13m x 3.04m encroaching onto the road allowance of Ruth Avenue, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $232 and a subsequent annual fee of $35.

(g) **Request to Rescind Encroachment Agreement Installation for Railway Spur - Pier 15**

The Committee was in receipt of a report dated 1997 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City Council approval of the Encroachment Agreement, between the City of Hamilton and the Hamilton Harbour Commissioners to establish and maintain rail spur lines to serve Pier 15, crossing the northerly limits of the Wentworth Street, Niagara Street and Hillyard Street road allowances, approved on 1993 October 26 as Section 25 of the Thirteenth Report of the Transport and Environment Committee for 1993, be rescinded.

C. CITY CLERK

i. **Declaration of Surplus Property/Sale**
Public Walkway between Nos. 61 and 62 Harbottle Court, G. & M. Kelly

The Committee was in receipt of a report dated 1997 November 27 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) (i) That the lands composed of the southerly half of the public walkway, designated as Part 2 on Plan 62R-14304, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049; and,

(ii) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That an Offer to Purchase (Highway Closure) lands composed of the southerly half of the public walkway, designated as Part 2 on Plan 62R-14304 for the price of $2, executed by G. & M. Kelly, dated 1997 November 24, be accepted. The said land has a frontage of 2.295 metres (7.53 feet) more or less, on Harbottle Court and contains an area of 69.7 square metres (750.27 square feet) more or less, said transaction scheduled to close on 1998 May 15. Funds derived from this sale be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the Commissioner of Transportation be authorized and directed to prepare a by-law to sell Part 2, Plan 62R-14304; and,

(iii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iv) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale; and,

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Walkway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act.

ii. **Declaration of Surplus Property/Sale - Public Walkway between Nos. 61 and 62 Harbottle Court - A. Faiazza**

The Committee was in receipt of a report dated 1997 November 27 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) (i) That the lands composed of the southerly half of the public walkway, designated as Part 1 on Plan 62R-14304, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049; and,

(ii) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That an Offer to Purchase (Highway Closure) lands composed of the southerly half of the public walkway, designated as Part 1 on Plan 62R-14304 for the price of $2, executed by A. Faiazza, dated 1997 November 24, be accepted. The said land has a frontage of 2.295 metres (7.53 feet) more or less, on Harbottle Court and contains an area of 69.1 square metres (743.8 square feet) more or less, said transaction scheduled to close on 1998 May 15. Funds derived from this sale be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the Commissioner of Transportation be authorized and directed to prepare a by-law to sell Part 1, Plan 62R-14304; and,

(iii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iv) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale; and,

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Walkway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

i. **Information Reports**

The Committee was in receipt of a report dated 1997 December 11 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
October 2nd	Commissioner of Public Works and Traffic	1997 City Construction Program Status & Schedule as of 1997 September 9	1997 October 2
October 6th	Building Commissioner	Materials Piled at Barton and Crooks Streets	1997 October 15
October 16th	Ontario Good Roads Association	News Bulletin	1997 October 16
October 17th	Commissioner of Public Works and Traffic	1997 School Crossing Guard Awards Ceremony	1997 October 28
November 5	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 November 4	1997 Nov. 5
November 11	Commissioner of Public Works and Traffic	Hamilton Hydro Electric System, Installation of an above ground Padmount Switch at Emperor Drive and Upper Wentworth Street	1997 Nov. 13

ii. **1998 Transport and Environment Committee Schedule of Meetings**

The Committee was in receipt of a report dated 1997 December 4 from the Secretary, Transport and Environment Committee.

The Committee approved the following recommendation:

That the sub-joined 1998 Transport and Environment Committee Schedule of Meetings, be approved.

TRANSPORT AND ENVIRONMENT COMMITTEE

SCHEDULE OF MEETINGS FOR 1998

Report titles to be listed in the "S" Drive by 5:00 p.m. Friday	**Deadline for Reports 12:00 noon**	**Agenda Review Meetings 1:00 p.m. Room 219 unless otherwise stated**	**Committee Meetings 9:30 a.m. Room 233**	**Council Meetings 7:30 p.m. Council Chamber**
		Room 264		
January 9	January 9	January 13	January 19	January 27
January 23	January 23	January 27	February 2	February 10
February 20	February 20	February 24	March 2	March 10
March 27	March 27	March 31	April 6	April 14
April 24	April 24	April 28	May 4	May 12
June 12	June 12	June 16	June 22	June 30
Schedule for Canada Day Week June 26	June 26	**June 30**	**July 6**	July 14
August 7	August 7	August 11	August 17	August 25
September 11	September 11	September 15	September 21	September 29
September 25	September 25	September 29	October 5	October 13
October 23	October 23	October 27	November 2	November 10
November 20	November 20	November 24	November 30	December 8

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. (a) **Canada/Ontario Infrastructure Works (COIW) Projects Financing 7% Overhead Charges**

The Committee was in receipt of a report dated 1997 November 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That Section 33 (f) of the Ninth Report of the Transport and Environment Committee for 1996 approved by City Council on 1996 June 25, be amended to read "That the 7% overhead charges by the Region estimated at $577,000 not eligible for funding in the Canada/Ontario Infrastructure Works Projects M1610107, M1610108, M1610110 and 5-1610101 be financed from residual funds available in the 1992 and 1993 Reconstruction Programs."

(b) **Provision of Orange Fluorescent Safety Workwear**

The Committee was in receipt of a report dated 1997 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the City Purchasing Division be authorized to stock orange fluorescent safety clothing for the use of City C.U.P.E. Local 5 and Local 167 outside workers as a substitution for their grey issue clothing, for work environments when higher visibility will improve worker safety.

(ii) **Traffic Division**

(a) **Snow Advisory Warnings**

The Committee was in receipt of a report dated 1997 November 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the City implement a practice of announcing a Snow Advisory Warning, prior to and possibly in place of declaring an actual snow emergency, to warn motorists of impending extreme winter weather driving conditions and to request motorists to park off-street wherever possible in order to facilitate efficient snow removal operations and traffic safety.

(b) **Glen Vista Drive and Greenhill Avenue**
School Crossing Guard Request

The Committee was in receipt of a report dated 1997 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Glen Vista Drive and Greenhill Avenue during the morning and evening school crossing periods only from 1998 January 5, up until approval of the 1998 Departmental Budget; and,

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(c) **Cannon Street East and Gage Avenue North**
School Crossing Guard Request

The Committee was in receipt of a report dated 1997 November 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Cannon Street East and Gage Avenue North during the morning and evening school crossing periods only from 1998 January 5, up until approval of the 1998 Departmental Budget; and,

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(d) **Mary Street and Picton Street East - School Crossing Guard**

The Committee was in receipt of a report dated 1997 October 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Mary Street and Picton Street East during the morning and evening school crossing periods only from 1998 January 5, up until approval of the 1998 Departmental Budget; and,

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(e) **Albright Road and Mount Albion Road - School Crossing Guard**

The Committee was in receipt of a report dated 1997 October 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a second School Crossing Guard be assigned to the intersection of Albright Road and Mount Albion Road during the morning and evening school crossing periods only, from 1998 January 5 up until approval of the 1998 Departmental Budget; and,

(b) That consideration be given in the 1998 current budget deliberations for an expansion package of $4,000 plus administrative costs for a school crossing guard at this location on a permanent basis.

(f) **Hester Street and Upper Wellington Street - School Crossing Guard**

The Committee was in receipt of a report dated 1997 October 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Hester Street and Upper Wellington Street during the morning and evening school crossing periods only for the balance of 1997 and up until the approval of the 1998 Departmental Budget; and,

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(g) **Intersection of Locke Street North and Florence Street**

The Committee was in receipt of a report dated 1997 October 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That all-way stop control be implemented at the intersection of Locke Street North and Florence Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) That staff be requested to report back in six months time on this issue or immediately if problems are encountered due to this intersection control.

(iii) CITY ENGINEER

1997 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1997 December 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"Highridge South - Phase III"

City's Share - $ 84,380.35 Owner's Share - $ 914,061.94

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Highridge South - Phase III" as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) In the event that the Owners wish to proceed prior to registration of the Final Plan and Subdivision Agreement being registered, the Owners should be allowed to do so at their own risk provided that the Owners enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the Finance and Administration Committee recommend the method of financing the City's share of this project.

4. CHIEF ADMINISTRATIVE OFFICER

Construction of Sirente Drive, Hamilton

The Committee was in receipt of a report dated 1997 December 2 from the Chief Administrative Officer respecting the subject matter.

The Committee discussed the process that the Chief Administrative Officer had followed and subsequently approved the following recommendation:

(a) That approval be given to the actions taken by the Chief Administrative Officer in authorizing additional funding in the amount of $100,000 for the construction of Sirente Drive from Upper Wellington Street to Cyprus Drive due to additional elements included in the detailed design of the project to compensate for poorer soil conditions encountered at this time of year; and,

(b) That the gross cost of the above project be increased from $200,000 to $300,000 and the additional funding of $100,000 be financed from the Reserve for Services Through Unsubdivided Lands, Account Centre No. CH00107.

5. OTHER BUSINESS

Pollution Control Sub-Committee

The Committee was in receipt of an information report dated 1997 December 3 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation.

That the issue of the pollution Control Sub-Committee be received and tabled in order that a sub-committee made up of Alderman Collins, Wilson, Kiss and Horwath be established to review and report back on the mandate, terms of reference and make-up of the Pollution Control Sub-Committee.

6. ADJOURNMENT

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1997 December 11

/mjw

2(BXiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 December 03
File No. TEC-001-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Belview Avenue between King Street East and Dunsmure Road - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Belview Avenue, between King Street East and Dunsmure Road, be replaced with a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the west side and a "No Parking" regulation on the east side of the street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

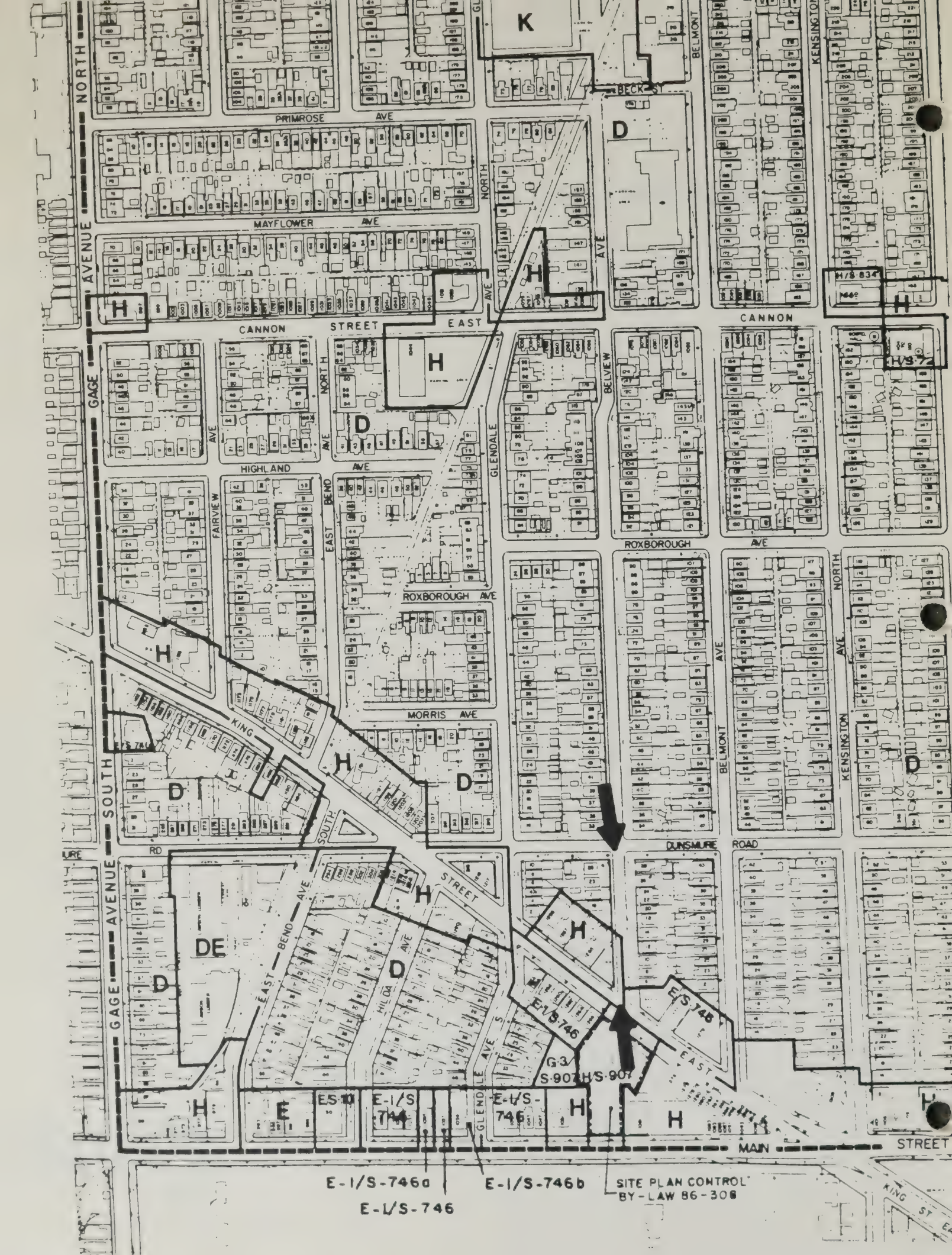
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the existing signs and manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 13 of the 15 abutting residents on Belview between King and Dunsmure, requesting that the existing "Alternate Side Parking" regulation be replaced with a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the west side and a full-time "No Parking" regulation on the east side of Belview in this block.

Belview has a 24 foot pavement width, and presently there is an "Alternate Side Parking" regulation on the street in this area. The resident who circulated the petition expressed concerns regarding long-term non-resident parking and the existance of more parking spaces on the west side than on the east side of the street in this block. A recent site investigation has revealed that, in the subject area, there are eight parking spaces on the west side of the street and only six parking spaces on the east side of the street. Therefore, since 86 percent of the residents support the requested changes to the existing parking regulations, staff concurs with the request.

CVB/MBH


NORTH
GAGE AVENUE
PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
HIGHLAND AVE
ROXBOROUGH AVE
MORRIS AVE
DUNSMURE ROAD
MAIN STREET
SOUTH
BECK ST
BELMONT AVE
KENSINGTON AVE
GLENDALE AVE
BELVIEW AVE
FAIRVIEW AVE
KING ST
E-1/S-746a
E-1/S-746
E-1/S-746b
SITE PLAN CONTROL BY-LAW 86-308

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 December 08
File No. TEC-002-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 241 Charlton Avenue West - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Charlton Avenue West commencing at a point 150 feet east of Kent Street and extending to a point 18 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

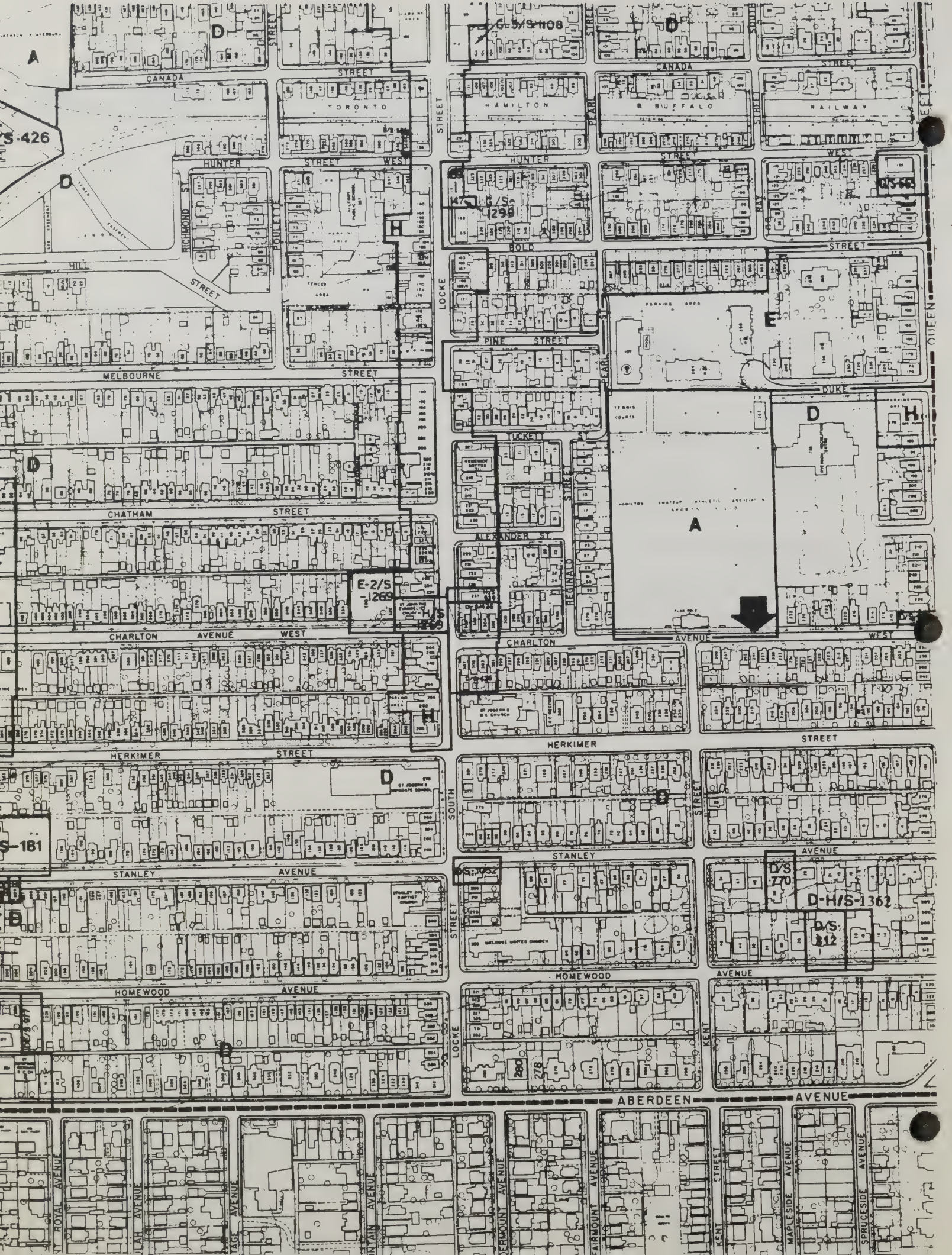
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Sinclair, 241 Charlton Avenue West, that the existing "Permit Parking" regulation on the south side of the street in front of his home be removed since Mrs. Sinclair has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the south side of the street.

CVB/MBH/klk


A
D
CANADA
STREET
TORONTO
HUNTER
STREET WEST
RICHMOND ST
POUCETTE
HILL
STREET
MELBOURNE
STREET
LOCKE
HAMILTON
PEARL
BUFFALO
RAILWAY
BOLD
PINE
STREET
TUCKETT
REGINALD
ALEXANDER ST.
QUEEN
DUKE
E
H
CHATHAM
STREET
E-2/S
-1268
CHARLTON
AVENUE WEST
HERKIMER
STREET
SOUTH
STANLEY
AVENUE
HOMEWOOD
AVENUE
KENT
ABERDEEN
AVENUE
D-H/S-1362
D/S
812
280
278
ROYAL AVENUE
MAPLESIDE AVENUE
SPRUCESIDE AVENUE

2(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 December 5
File No. TEC-003-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Aberdeen Avenue between Queen Street South and Hess Street South - Request to Allow Overnight Parking

RECOMMENDATION:

That Aberdeen Avenue between Queen Street South and Hess Street South be removed from the "through street" system such that overnight parking will be allowed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Allowing overnight parking on this section of Aberdeen Avenue will require a modification in the way that the street maintenance operations are conducted, but can be provided for within the 1998 current budget estimates.

BACKGROUND:

A petition has been received signed by representatives of six of the ten properties abutting Aberdeen Avenue between Queen and Hess requesting that parking be allowed overnight on this one block section of street. Aberdeen Avenue is a "through street" and as such parking is prohibited between 2:00 a.m. and 7:00 a.m. each day in order to allow street maintenance operations to occur overnight when traffic volumes are relatively light.

The traffic volume on Aberdeen, west of Queen, is approximately 27,000 vehicles per day. However, east of Queen, where it is operated one-way eastbound, there are only approximately 4,000 vehicles per day. Therefore, a representative of the Streets and Sanitation Division has advised that the "through street" designation in the block between Queen and Bay could be removed to allow overnight parking to occur.

MBH/kg

2(BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 7
File No. TEC-008-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 275 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 705 feet south of Barton Street East and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Harvey, No. 275 Paling Avenue.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

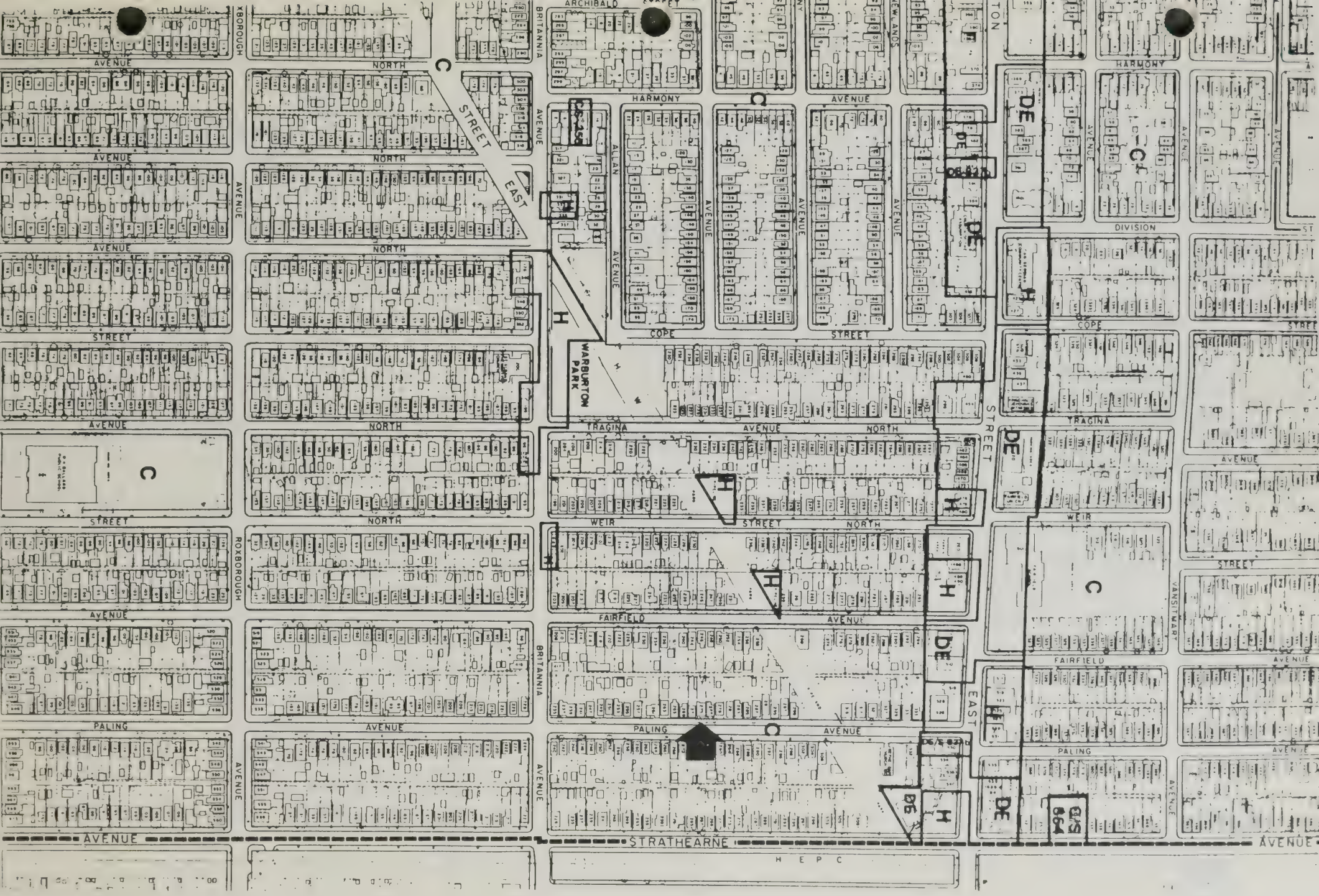
BACKGROUND:

Staff has received a request from Mr. James Harvey, 275 Paling Avenue, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of his home since he is disabled.

Paling has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mr. Harvey has advised that he requires a space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the west side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Mr. Harvey meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kg


ARCHIBALD
HARMONY
AVENUE
NORTH
STREET
EAST
ALLAN
COPE
WARBURTON PARK
TRAGINA
WEIR
FAIRFIELD
PALING
DIVISION
BRITANNIA
ROXBOROUGH
STRATHEARNE
H E P C
C
H
DE

2(BXiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 7
File No. TEC-009-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 11 East 21st Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of East 21st Street commencing at a point 238 feet south of Concession Street and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

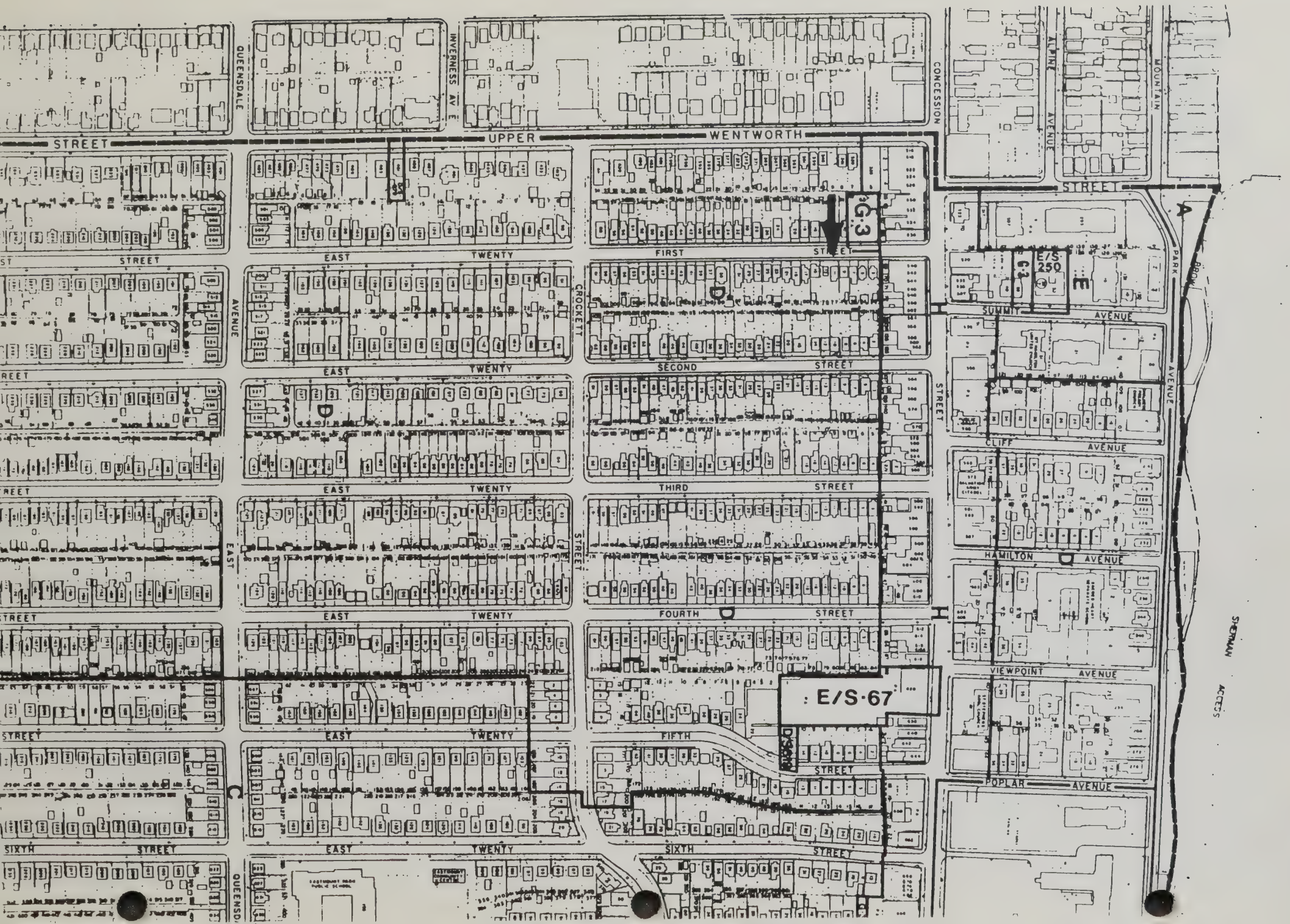
Sufficient funds are available in the 1998 operating budget estimates cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. David Smeaton that the existing "Permit Parking" space on the east side of East 21st Street in front of his home be removed since he is moving. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the east side of the street which is presently controlled by a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Saturday" regulation.

CVB/MBH/kg


UPPER WENTWORTH STREET
QUEENSDALE
INVERNESS AV. E
CONCESSION
MOUNTAIN AVENUE
PARK AVENUE
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
SHERMAN ACCESS
CROCKETT STREET
EAST TWENTY STREET
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
G-3
E/S 250
E/S-67
A
B
C
D
E
H

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 9
File No. TEC-020-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 10 Inchbury Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Inchbury Street commencing at a point 113 feet north of Florence Street and extending to a point 16 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Moores, 10 Inchbury Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. John Moores, 10 Inchbury Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of his home since he is disabled.

Inchbury has a 22-foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this block. Staff has confirmed that Mr. Moores meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kg


TECUMSEH STREET
BARTON STREET
A/S-569
A/S-450
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 81-325
SITE PLAN CONTROL BY-LAW 80-043
SITE PLAN CONTROL BY-LAW 80-120
KINNEY
YORK STREET
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
MORDEN STREET
NAPIER STREET
PEYER STREET
KING STREET
BOULEVARD
NORTH DEVONPORT STREET
LOCKE STREET
INCHBURY STREET
STRATHCONA AVENUE
DUNDURN STREET
PEEL STREET
WELLESLEY ST
PEARL STREET
MAGILL STREET
CROOKS STREET
H/S-481
H/S-745
H/S-630
H/S-555
H/S-700&8
H/S-520
H/S-1019
E/S-481
D/S-450
G-3/S-898
CR-2
G-3

2(BXiX9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 9
File No. TEC-021-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Holmes Avenue between Leland Street and Emerson Street
-Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Holmes Avenue between Leland Street and Emerson Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by 22 of the 32 residential properties abutting Holmes between Leland and Emerson requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All 22 of the residents that signed the petition are in favour of the requested regulation.

Holmes has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of McMaster University.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 69 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


MAIN STREET WEST
SITE PLAN CONTROL BY-LAW No. 95-128
C/S-1335
H/S-1341
C/S-720
C/S-694
DE-3 S-981
C/S-815
SITE PLAN CONTROL BY-LAW 83-101
GLENMOUNT AVENUE
NORFOLK STREET SOUTH
THORNDALE
HOLMWOOD
KINGSMOUNT
SUSSEX STREET
LELAND STREET
MAPES AVENUE
AYLETT ST
EMERSON
BROADWAY
BOWMAN
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
TOTTENHAM ROAD
MERNA AVE
WILLOWCREST
AINSLIE
ALVIEW
CLIFFORD STREET
RIFLE RANGE
WILMONT COURT
WINSTON PLACE
BAXTER
THB
H
G
J
A
100
102

2(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 9
File No. TEC-019-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Clinton Street between Ruth Street and Barnesdale Avenue North - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Clinton Street between Ruth Street and Barnesdale Avenue North replaced with a "No Parking" regulation on the north side and unrestricted parking on the south side, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

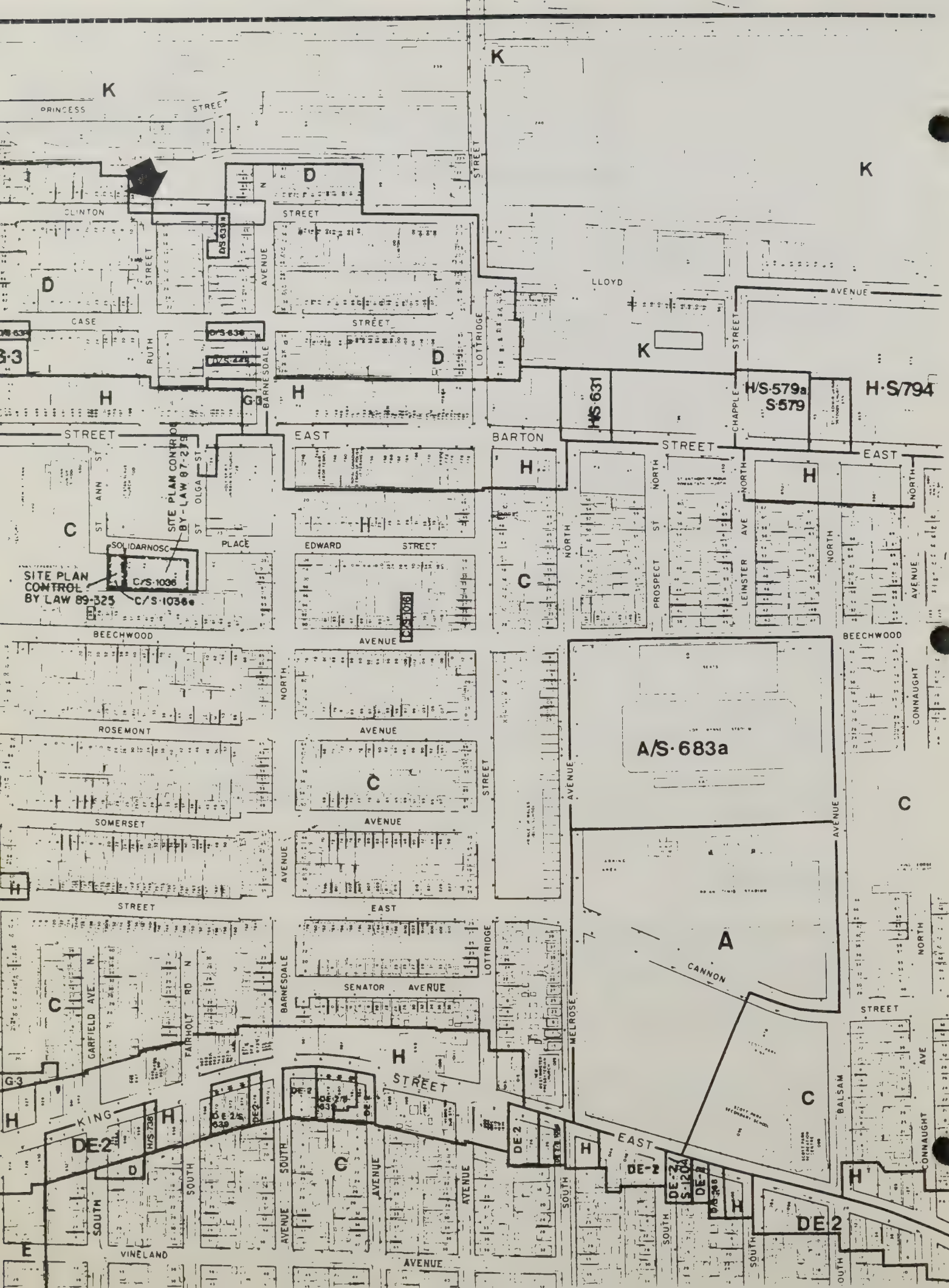
Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of three of the four residential properties abutting Clinton between Ruth and Barnesdale requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this block. All three of the residents who signed the petition are in favour of the requested regulation.

Clinton has a 25-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street as well as a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side, abutting Lucy Day Park. The resident who circulated the petition has expressed concern that when parking is permitted on north side of the street, the parking availability is reduced during the day by the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation. Therefore, since 75 percent of the abutting residents are in favour of changing the existing regulation, staff concurs with the request.

SR CVB/MBH/kg


K
PRINCESS STREET
CLINTON STREET
D
D-S-638
AVENUE
CASE STREET
D-S-638
D-S-424
RUTH
BARNESDALE
LOTTRIDGE STREET
LLOYD AVENUE
CHAPPLE STREET
H-S-631
H-S-579a
S-579
H-S-794
G-3
H
G
STREET
EAST
BARTON STREET EAST
ANN ST
OLGA ST
SITE PLAN CONTROL BY-LAW 87-279
C
SOLIDARNOSC PLACE
EDWARD STREET
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
C/S-1036a
C/S-1036b
PROSPECT ST NORTH
LEINSTER AVE NORTH
AVENUE
BEECHWOOD AVENUE
CONNAUGHT
ROSEMONT AVENUE
SOMERSET AVENUE
A/S-683a
A
CANNON STREET
MELROSE AVENUE
SENATOR AVENUE
GARFIELD AVE N.
FAIRHOLT RD N
KING STREET
DE-2
DE-2/S-639
H/S-736
SOUTH
VINELAND AVENUE
DE-2/S-1204
DE-2/S-640
BALSAM AVE
E

2(B)(i)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 08
File No. TEC-015-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Wexford Avenue South adjacent to A. M. Cunningham School

RECOMMENDATION:

That a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Wexford Avenue South from Central Avenue to Monterey Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

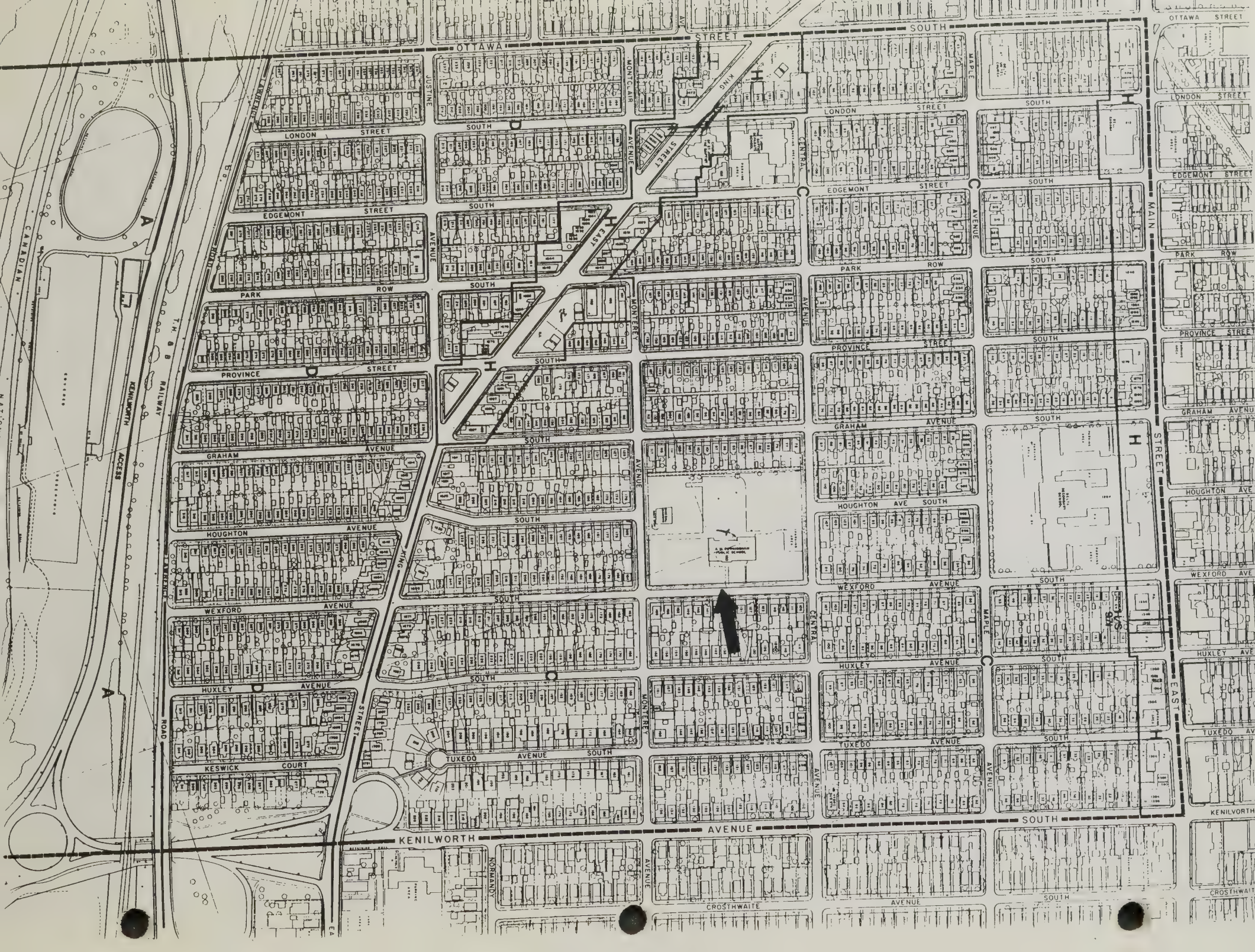
The Principal of A. M. Cunningham School has requested that the existing parking regulations on the west side of Wexford Avenue South be revised due to concerns regarding the safety of children walking to/from school. The safety of these children is compromised due to motorists parking/stopping on both sides of Wexford causing congestion and reducing the flow of traffic along the street. In many cases children are having to cross between parked cars which creates a potentially hazardous situation.

The school has requested co-operation from their parents on numerous occasions, to park in areas other than those causing a safety concern, without any success.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Wexford in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

Changing the part-time parking prohibition to a part-time stopping prohibition will allow more effective and immediate enforcement action which is necessary to address this safety matter.

TA/MBH/kg


OTTAWA STREET
SOUTH
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVE SOUTH
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
KENILWORTH AVENUE SOUTH
CROSTHWAITE AVENUE
MAIN STREET
MAPLE AVENUE
CENTRAL AVENUE
KING STREET
MONTCLAIR AVENUE
MONTEREY AVENUE
NORMANDY AVENUE
CANADIAN NATIONAL RAILWAY
KENILWORTH ACCESS ROAD
HUS SAN

2(BXiXj)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 9
File No. TEC-018-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East 22nd Street, south of Concession Street - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of East 22nd Street commencing at a point 142 feet south of Concession Street and extending 297 feet southerly therefrom and on the east side of East 22nd Street commencing at a point 143 feet south of Concession Street and extending 294 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

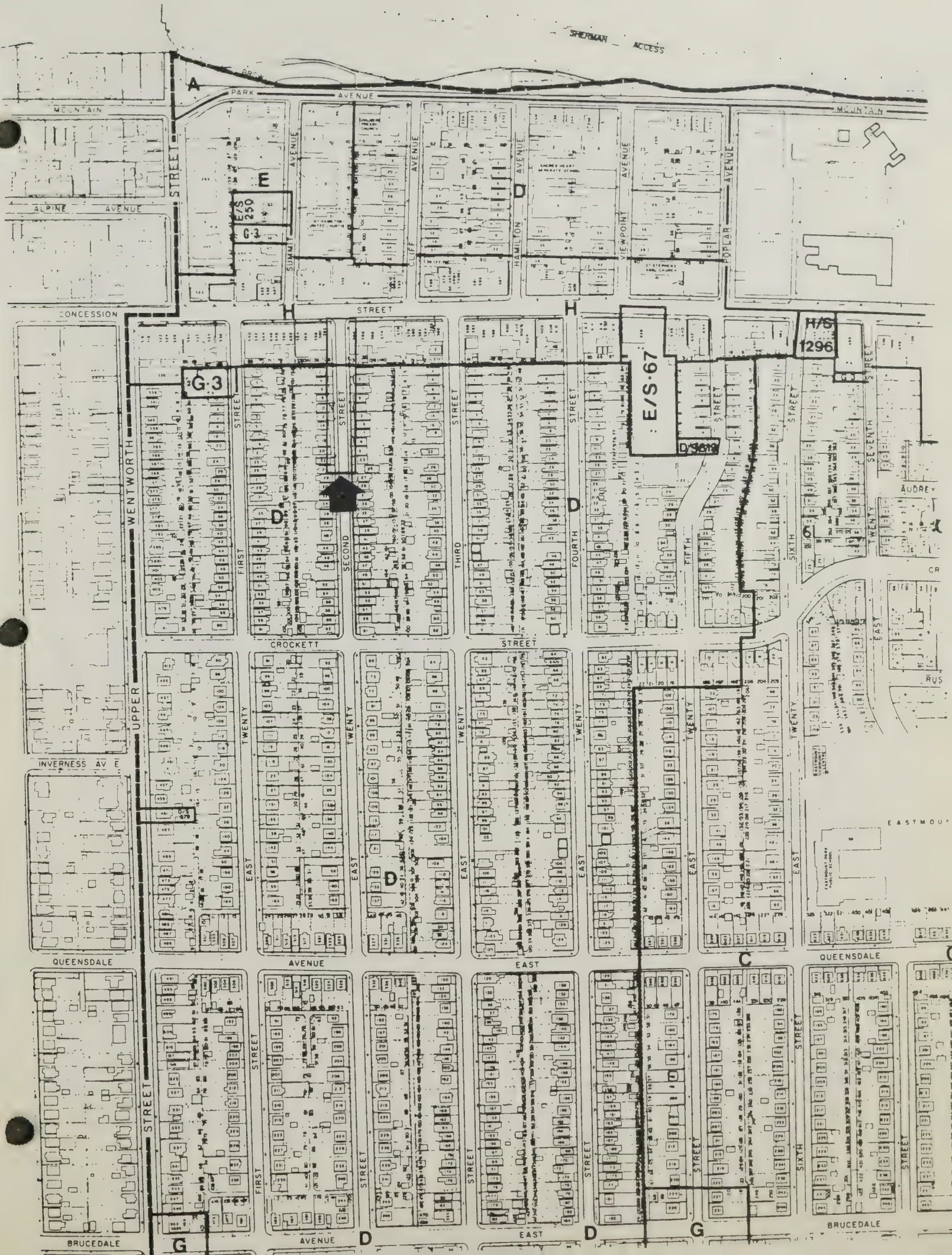
BACKGROUND:

Alderman Terry Anderson has forwarded a petition signed by representatives of 16 of the 23 residential properties abutting the northerly section East 22nd, south of Concession, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this section of the block. All 16 of the petitioners are in favour of the requested regulation.

East 22nd has a 30-foot pavement width, and presently, there is a part-time parking prohibition to facilitate street maintenance operations on both sides of the street in this area. There are three on-street parking meters on the west side and a 143 foot "No Parking" regulation on the east side of the street directly south of Concession. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees and customers of area businesses.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 70 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


SHERMAN ACCESS
PARK AVENUE
MOUNTAIN
ALPINE AVENUE
CONCESSION
STREET
SUNNY AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
E/S 250
G-3
E/S-67
H/S 1296
WENTWORTH
UPPER
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
AUDREY
CROCKETT STREET
INVERNESS AV E
TWENTY EAST
QUEENSDALE AVENUE
QUEENSDALE EAST
BRUCEDALE AVENUE
BRUCEDALE EAST
BRUCEDALE

2(BXiXk

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 8
File No. TEC-014-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sanders Boulevard between West Park Avenue and Daleview Court - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Sanders Boulevard between West Park Avenue and Westbourne Road and on the north side of Sanders Boulevard between West Park Avenue and Daleview Court, and that the City Traffic By-law 89-72 be amended accordingly.

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of seven of the nine residential properties abutting Sanders between West Park and Daleview requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All seven of the petitioners are in favour of the requested regulation.

Sanders has a 52-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of McMaster University.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 78 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


Mc MASTER UNIVERSITY
WEST CAMPUS
A/S-395
B/S-395
A/S-395
A/S-395
A/S-395b
C/S-1335
A
B
E
H
LAKELET DR
BINKLEY
CRES
DALEVIEW CR
BOULEVARD
SANDERS
WESTBOURNE RD
PARK
WEST
COTTRILL ST
BINKLEY RD
KINGSMOUN
MAIN STREET WEST
OSLER DRIVE
EWAN ROAD
RIFLE RANGE ROAD
RAILWAY
HAMILTON CITY LIMITS
CITY LIMITS
Creek
Creek
Creek

2(BXiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 8
File No. TEC-012-99 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Pearl Street South between Hunter Street West and Bold Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 24 hours a day, Monday-Friday" regulation be implemented on the east side of Pearl Street South between Hunter Street West and Bold Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

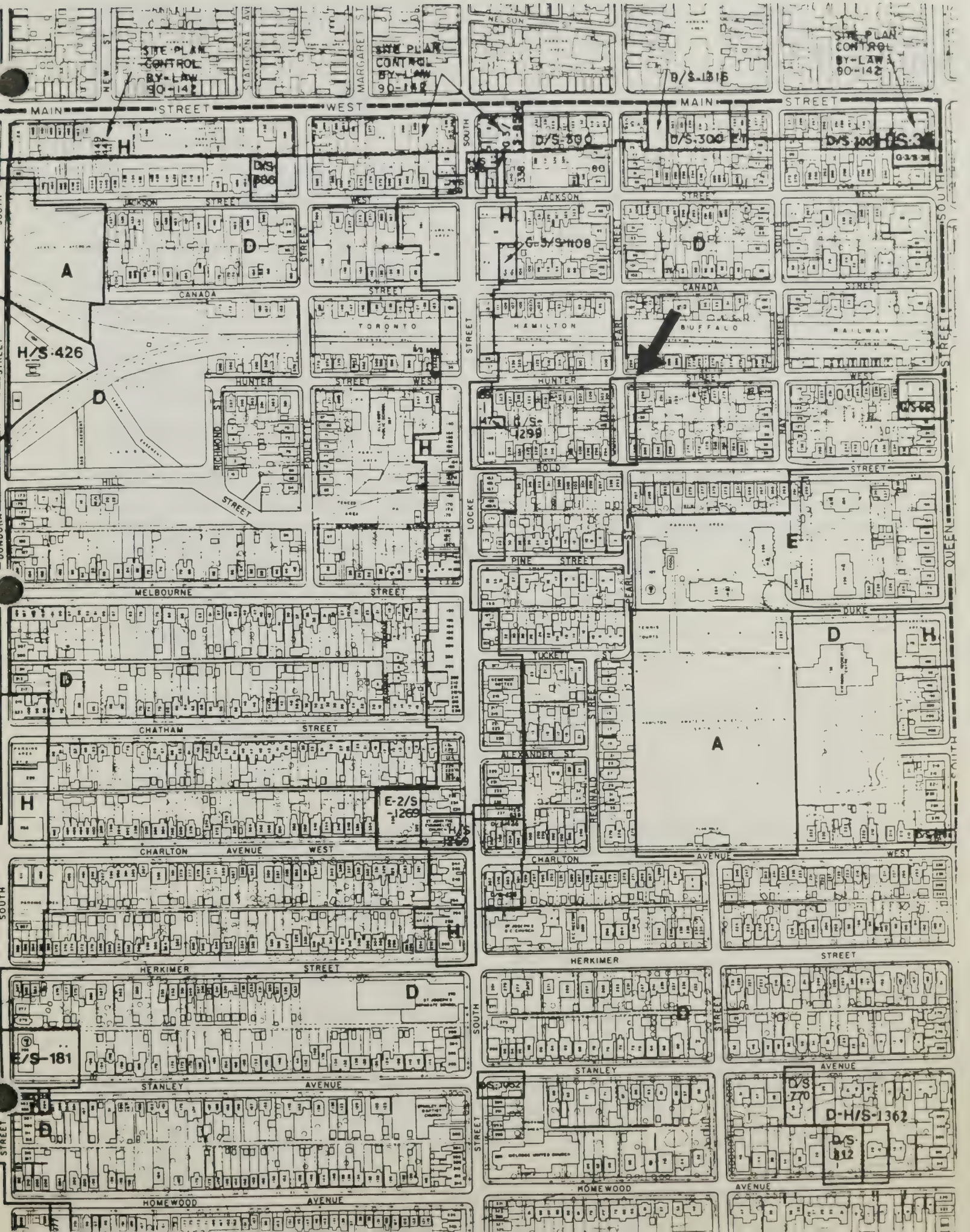
BACKGROUND:

Staff has received a petition signed by representatives of five of the seven residential properties abutting Pearl between Hunter and Bold requesting that a "One Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation be implemented on the east side of the street in this block. All five of the petitioners are in favour of the requested regulation.

Pearl has a 25-foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by

employees and customers from area businesses. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


MAIN STREET WEST
MAIN STREET
SITE PLAN CONTROL BY-LAW 90-142
SITE PLAN CONTROL BY-LAW 90-142
SITE PLAN CONTROL BY-LAW 90-142
NEW ST
STATHCONA AVE
MARGARET ST
NE SON ST
D/S-1315
D/S-300
D/S-300
D/S-300
H/S-3
D/S-886
JACKSON STREET WEST
JACKSON STREET
SOUTH
H
D
A
CANADA STREET
TORONTO STREET
HAMILTON STREET
BUFFALO STREET
RAILWAY
H/S-426
HUNTER STREET WEST
HUNTER STREET
G-S/S-1108
G/S-1299
RICHMOND ST
BOUCHETTE
HILL STREET
MELBOURNE STREET
LOCKE STREET
PEARL STREET
BOLD STREET
PINE STREET
QUEEN STREET
HAY STREET
E
DUKE STREET
TUCKET STREET
ALEXANDER ST
REGINALD
CHATHAM STREET
E-2/S-1269
CHARLTON AVENUE WEST
CHARLTON AVENUE
HERKIMER STREET
HERKIMER
E/S-181
STANLEY AVENUE
STANLEY
HOMEWOOD AVENUE
HOMEWOOD
D-H/S-1362
D/S-770
D/S-812
AVENUE

CITY OF HAMILTON

- RECOMMENDATION -

2(BXiYm)

DATE: 1998 January 8
File No. TEC-011-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Ofield Road, west of Ewen Road - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Ofield Road commencing at Ewen Road and extending to a point 181 feet westerly therefrom and on the south side of Ofield Road commencing at Ewen Road and extending to a point 98 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

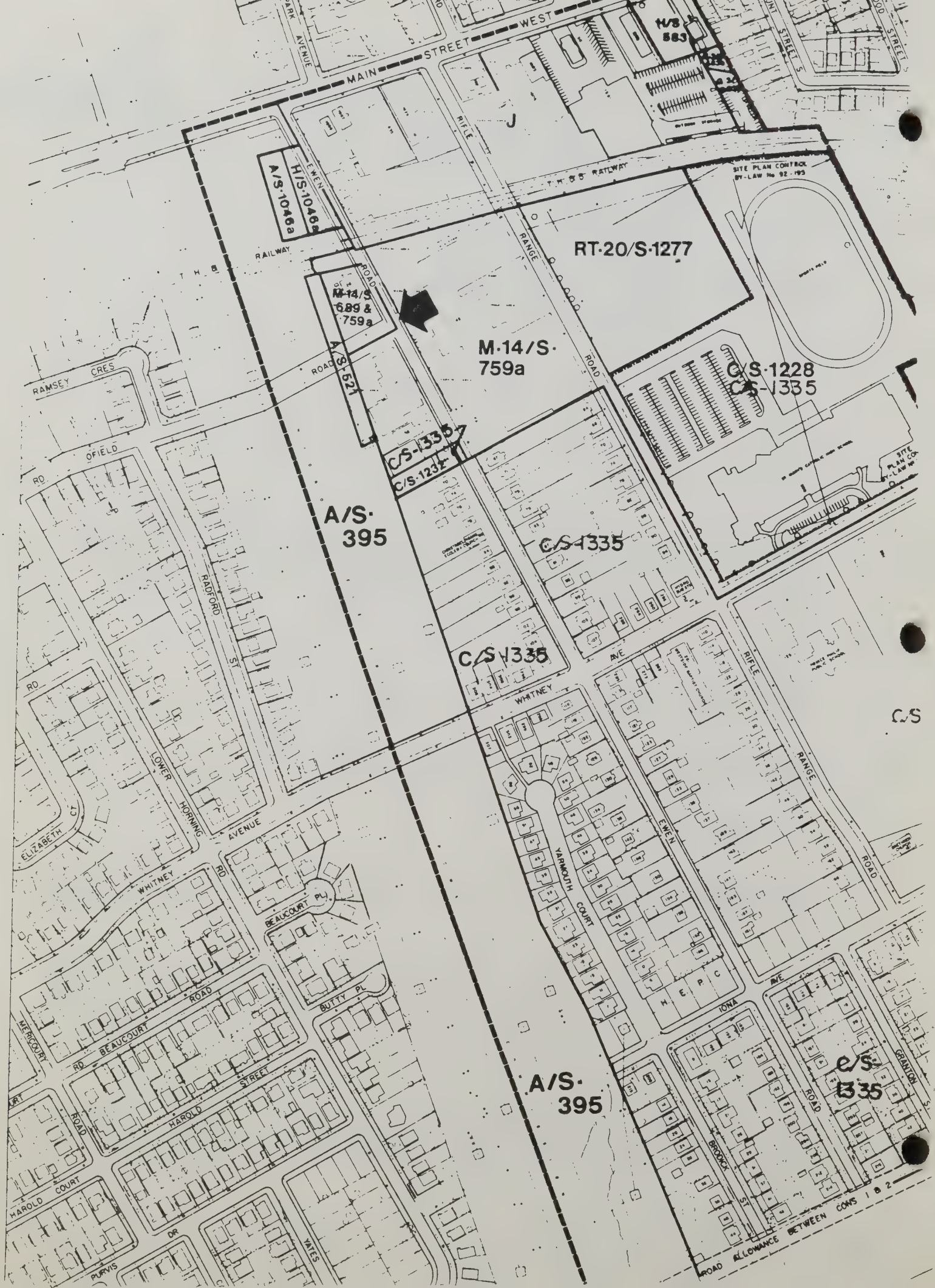
BACKGROUND:

Staff has received a request from Ms. Linda Robson, Manager of Fidelity Van and Storage, No. 5 Ofield Road, that a "No Parking" regulation be implemented on the north and south sides of the street in the area of their driveway.

Ofield has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Ms. Robson has expressed concern that parked vehicles in this area obstruct turning movements for semi-trailers accessing the building. Staff recently contacted Gail Ryan, Manager of D.A.R.T.S., 26 Ewen Road, and has been advised that she supports the implementation of the requested regulation adjacent to their business.

The implementation of the requested regulation will result in the loss of a total of four on-street parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


MAIN STREET WEST
H/S 583
H/S-1046
A/S-1046a
EWEN
RAILWAY
T.H.&B. RAILWAY
RIFLE
RANGE
ROAD
RT-20/S-1277
SITE PLAN CONTROL BY-LAW No 82-193
M-14/S 689 & 759a
M-14/S-759a
A/S-621
C/S-1335
C/S-1232
C/S-1228
A/S-395
RAMSEY CRES
RADFORD ST
LOWER HORNING
ELIZABETH CT
WHITNEY RD
BEAUCOURT PL
BUTTY PL
BEAUCOURT ROAD
HAROLD STREET
HAROLD COURT
MERICOURT
YARMOUTH COURT
IONA AVE
BROOKS ST
GRANTON
YATES
PURVIS
ROAD ALLOWANCE BETWEEN CONS 1 & 2

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 December 1
File No. TEC-304-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Coral Drive and Fielding Crescent - Intersection Control

RECOMMENDATION:

That the existing three-way stop control at the intersection of Coral Drive and Fielding Crescent be retained on a permanent basis.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of maintaining the subject signs.

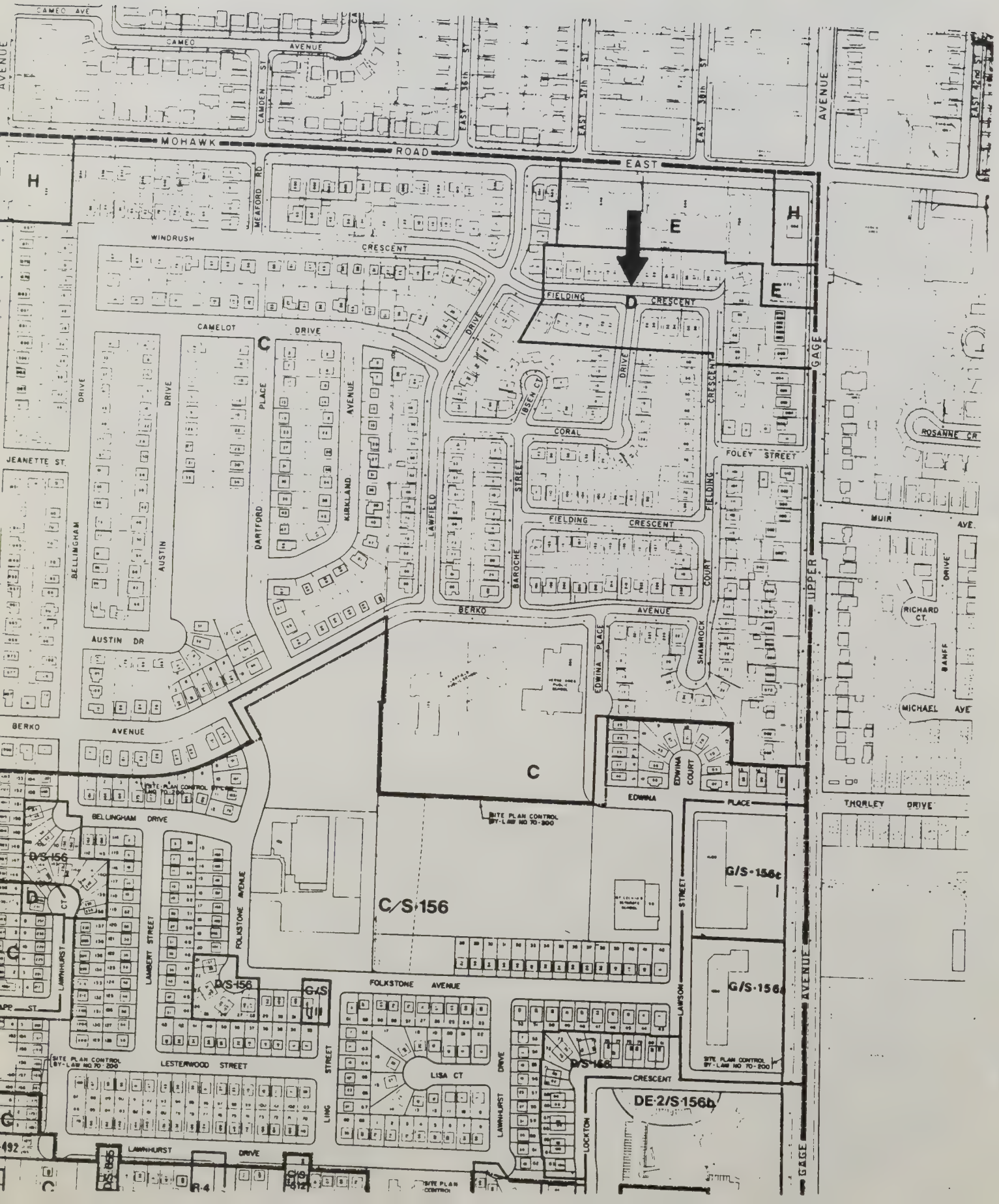
BACKGROUND:

City Council at its meeting held 1997 July 24, approved a request by former Alderman Henry Merling to implement three-way stop control at the intersection of Coral Drive and Fielding Crescent, for a three month period, as an interim traffic control measure to discourage through traffic on Fielding while Limeridge Road was closed to through traffic but the "Linc" was not yet opened. The subject signs were installed shortly thereafter.

The "Linc" is now open to vehicular traffic and the three month temporary period has expired. However, Alderman Anderson has advised that the residents are still concerned about through traffic, and he has requested that the three-way stop remain in place.

While the existing three-way stop at Coral and Fielding does not meet departmental criteria, removing the stop signs on Fielding might result in confusion on the part of the motorists, as well as pressure from area residents to restore it. Therefore, staff has no objection to this request.

MBH/kg


MOHAWK ROAD EAST
CAMEO AVE
CAMEO AVENUE
CAMDEN ST
EASY 36th ST
EASY 37th ST
EASY 38th ST
EASY 42nd ST
AVENUE
MEAFORD RD
WINDRUSH CRESCENT
CAMELOT DRIVE
FIELDING CRESCENT
GAGE AVENUE
ROSANNE CR
FOLEY STREET
MUIR AVE.
JEANETTE ST.
BELLINGHAM DRIVE
AUSTIN DRIVE
DARTFORD PLACE
KIRKLAND AVENUE
LAWFIELD STREET
BAROCHE COURT
FIELDING CRESCENT
BERKO AVENUE
AUSTIN DR
EDWINA PLACE
SHAMROCK COURT
EDWINA COURT
EDWINA PLACE
RICHARD CT.
BANFF DRIVE
MICHAEL AVE
T.MORLEY DRIVE
UPPER GAGE AVENUE
BELLINGHAM DRIVE
LAWNHURST ST
LAMBERT STREET
FOLKSTONE AVENUE
LESTERWOOD STREET
LISA CT
LAWSON STREET
LOCKTON CRESCENT
LAWNHURST DRIVE
LING STREET
SITE PLAN CONTROL BY-LAW NO 70-200
C/S-156
G/S-156c
G/S-156d
D/S-156
DE-2/S-156b
R-4
C
D
E
H

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 7
File No. TEC-010-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Roland Road and Regent Avenue - Intersection Control

RECOMMENDATION:

That northbound traffic on Roland Road be required to stop for eastbound and westbound traffic on Regent Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

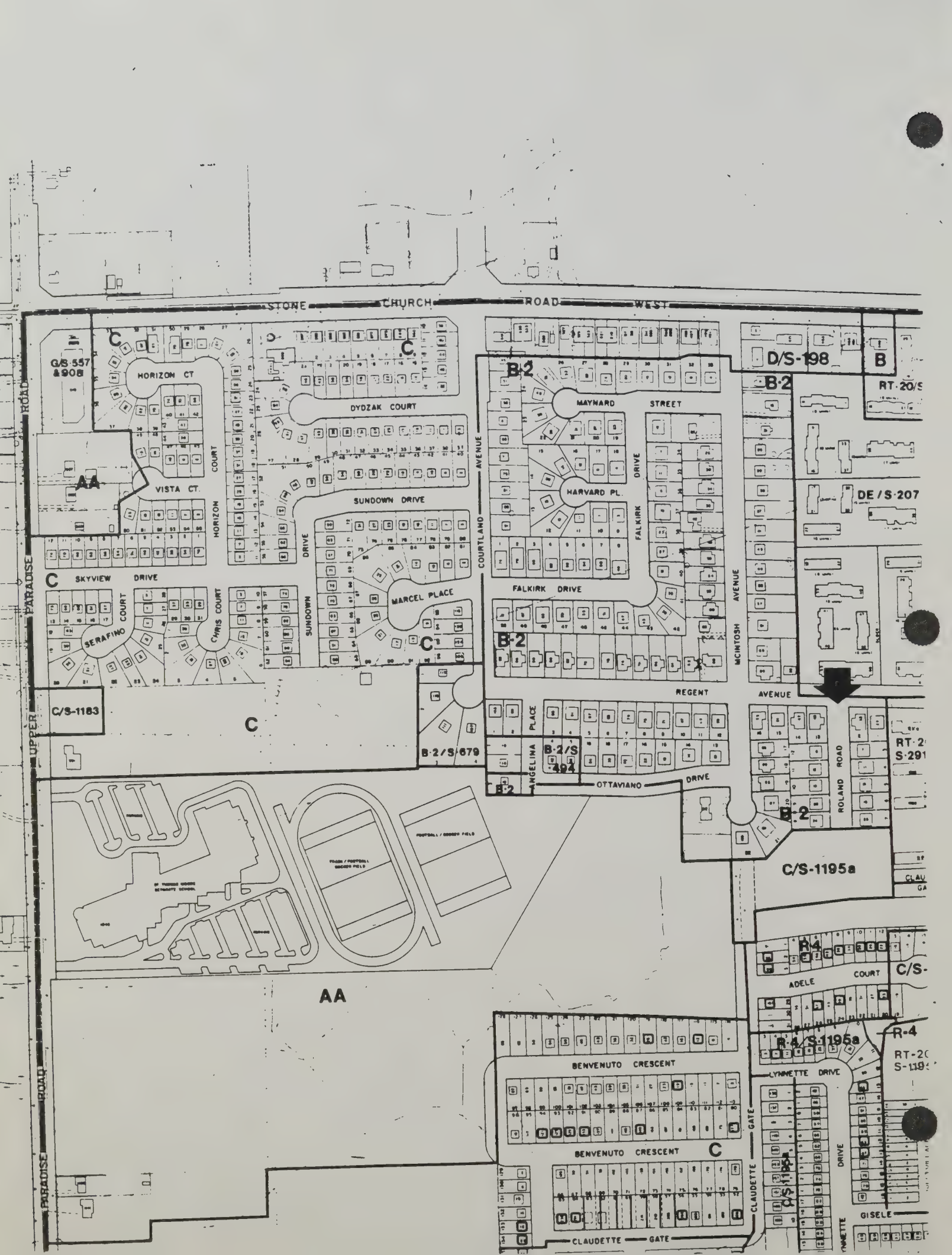
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Lynn Paton, 30 Regent Avenue, that stop control be implemented at the intersection of Roland and Regent. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Roland be required to stop for eastbound and westbound traffic on Regent.

CVB/MBH/kg


STONE CHURCH ROAD WEST
PARADISE ROAD
UPPER PARADISE ROAD
G/S-557 &908
HORIZON CT
DYDZAK COURT
HORIZON COURT
VISTA CT.
SUNDOWN DRIVE
SUNDOWN DRIVE
COURTLAND AVENUE
MAYNARD STREET
HARVARD PL.
DRIVE
FALKIRK
FALKIRK DRIVE
MCINTOSH AVENUE
REGENT AVENUE
D/S-198
B
RT-20/S
DE/S-207
SKYVIEW DRIVE
SERAFINO COURT
CHRIS COURT
MARCEL PLACE
C/S-1183
B-2/S-679
ANGELINA PLACE
B-2/S 494
OTTAVIANO DRIVE
ROLAND ROAD
RT-2 S-291
C/S-1195a
R-4
ADELE COURT
C/S-
R-4/S-1195a
R-4
RT-2(S-119
LYNNETTE DRIVE
BENVENUTO CRESCENT
BENVENUTO CRESCENT
CLAUDETTE GATE
CLAUDETTE GATE
GISELE
AA
AA
B-2
B-2
B-2
B-2
C
C
C
C
C
C

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 8
File No. TEC-013-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Eagleglen Way and Upper Paradise Road - Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Eagleglen Way be required to stop for northbound and southbound traffic on Upper Paradise Road, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

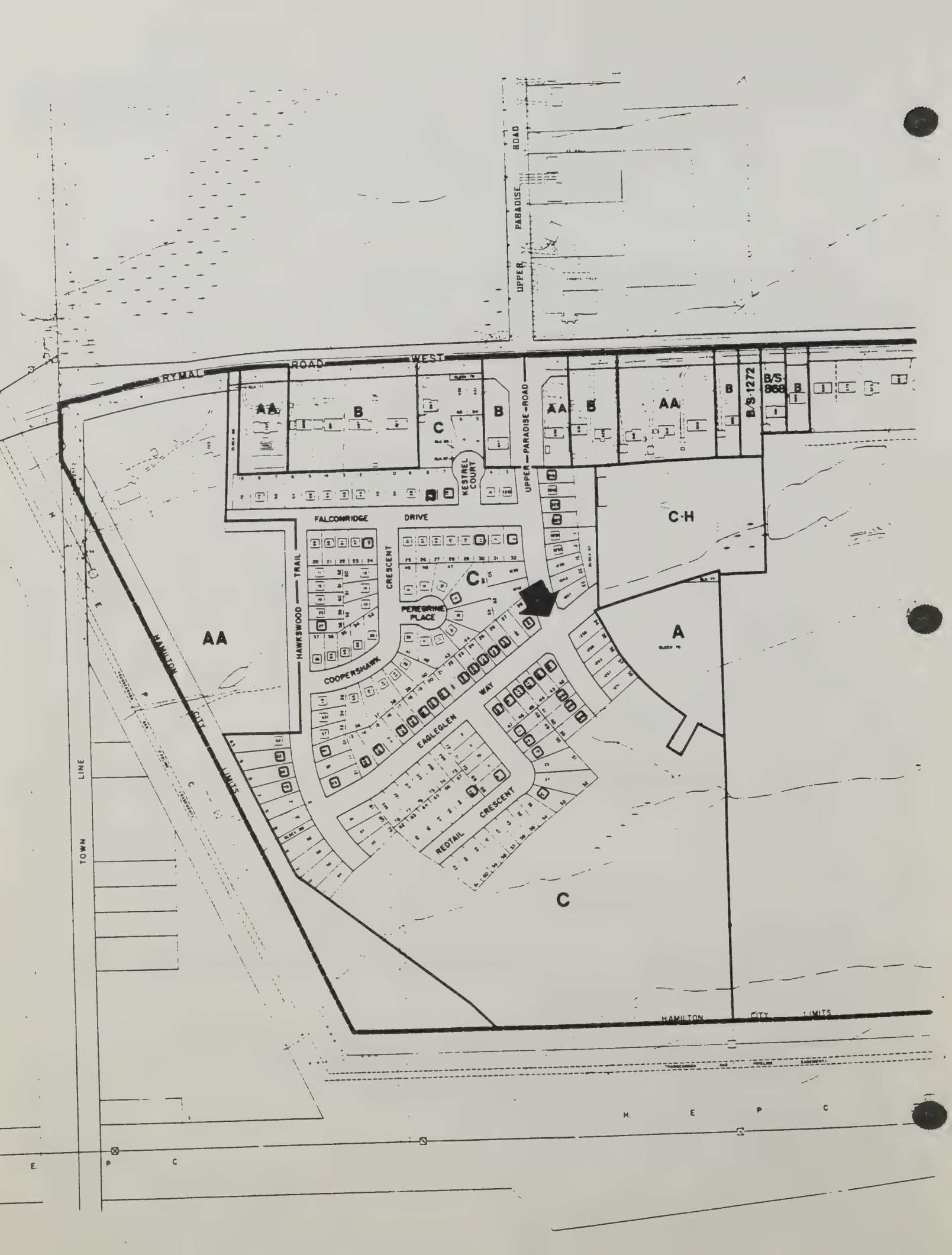
BACKGROUND:

Staff has received a request from Dave Tabone, 1247 Upper Paradise Road, that all-way stop control be implemented at the intersection of Eagleglen and Upper Paradise.

The subject intersection is a recently constructed four-leg intersection, and presently, there are no intersection control signs. Records indicate that there has been no reported collisions at this intersection since it was constructed.

Staff has concluded that all-way stop control is not warranted at this intersection. However, department policy is to erect two-way stop control at all four-leg intersections of two-way streets. Therefore, staff recommends that eastbound and westbound traffic on Eagleglen be required to stop for northbound and southbound traffic on Upper Paradise.

CVB/MBH/kg


UPPER PARADISE ROAD
RYMAL ROAD WEST
UPPER PARADISE ROAD
KESTREL COURT
FALCONRIDGE DRIVE
HAWKSWOOD TRAIL
CRESCENT
PEREGRINE PLACE
COOPERSHAWK WAY
EAGLEGLEN CRESCENT
REDTAIL
HAMILTON CITY LIMITS
TOWN LINE
AA
A
B
C
C-H
B/S 1272
B/S 868

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 9
File No. TEC-016-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Southampton Drive and Grandoaks Drive - U-Turn Prohibition

RECOMMENDATION:

That a "No U-Turn" sign be erected for westbound traffic on Southampton Drive at Grandoaks Drive, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Anderson has advised of concerns about a safety hazard created by motorists on Southampton U-turning at the intersection of Grandoaks before picking up their children at the daycare centre on the southwest corner of Upper Sherman and Southampton. Alderman Anderson has requested that a "No U-Turn" sign be erected to prohibit this movement.

Observations by staff have confirmed that motorists do perform U-turn movements at this intersection on a regular basis, but all of the movements observed were performed safe and there were no immediate safety hazards. Prohibiting U-turns at this location might result in the motorists choosing to turn around in some of the residential driveways. However, since Alderman Anderson has advised that the residents are strongly in support of this prohibition, staff have no objection to this request.

MBH/kg

cont'd....

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
of Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial or legal implications.

BACKGROUND:

"Domvir Estates - Phase 1"

At its meeting of June 28, 1994 City Council approved the draft plan for "Lynette Estates", now known as "Domvir Estates". The owners, Domenico Amatangelo and Livia Allega, wish to proceed with the development of "Domvir Estates - Phase 1" at this time.

cont'd....

The development of "Domvir Estates - Phase 1" will result in the creation of 7 Lots for single family homes and 1 Block to be added to additional lands for the creation of a single building lot. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Domvir Estates - Phase 1" are located north of Rymal Road West and on the east side of Alfrin Court in the Falkirk East Neighbourhood.

"Wisemount Estates - Phase 10"

At its meeting of September 27, 1983 City Council approved the draft plan for "Wisemount Forest Survey Phase III", now known as "Wisemount Estates". The owner, 822827 Ontario Inc., wishes to proceed with the development of "Wisemount Estates - Phase 10" at this time.

The development of "Wisemount Estates - Phase 10" will result in the creation of 20 Lots for street townhouses. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Wisemount Estates - Phase 10" are located west of Upper Kenilworth Avenue north of Limeridge Road East in the Lisgar Neighbourhood.

cont'd....

Note: The engineering schedules for the above-noted subdivision have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

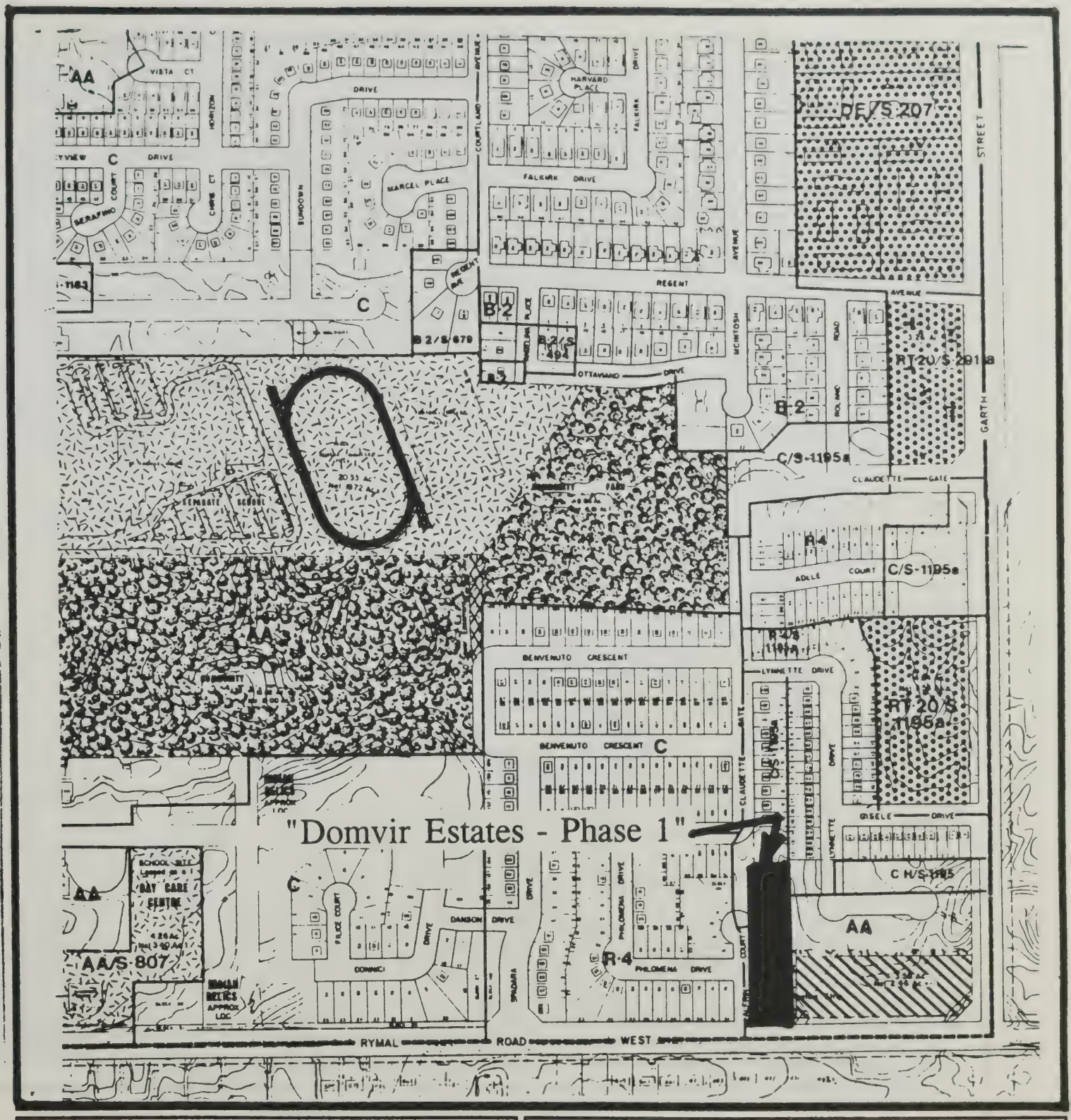
JS/JM
/ms/ps

cc: Finance and Administration Committee
Att: Alderman D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

cc: Regional Environment Department
Mr. Jim Thoms, Commissioner

cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

A:\T&E98\98-01-05/DISC



LEGEND

Subject Lands

KEY PLAN

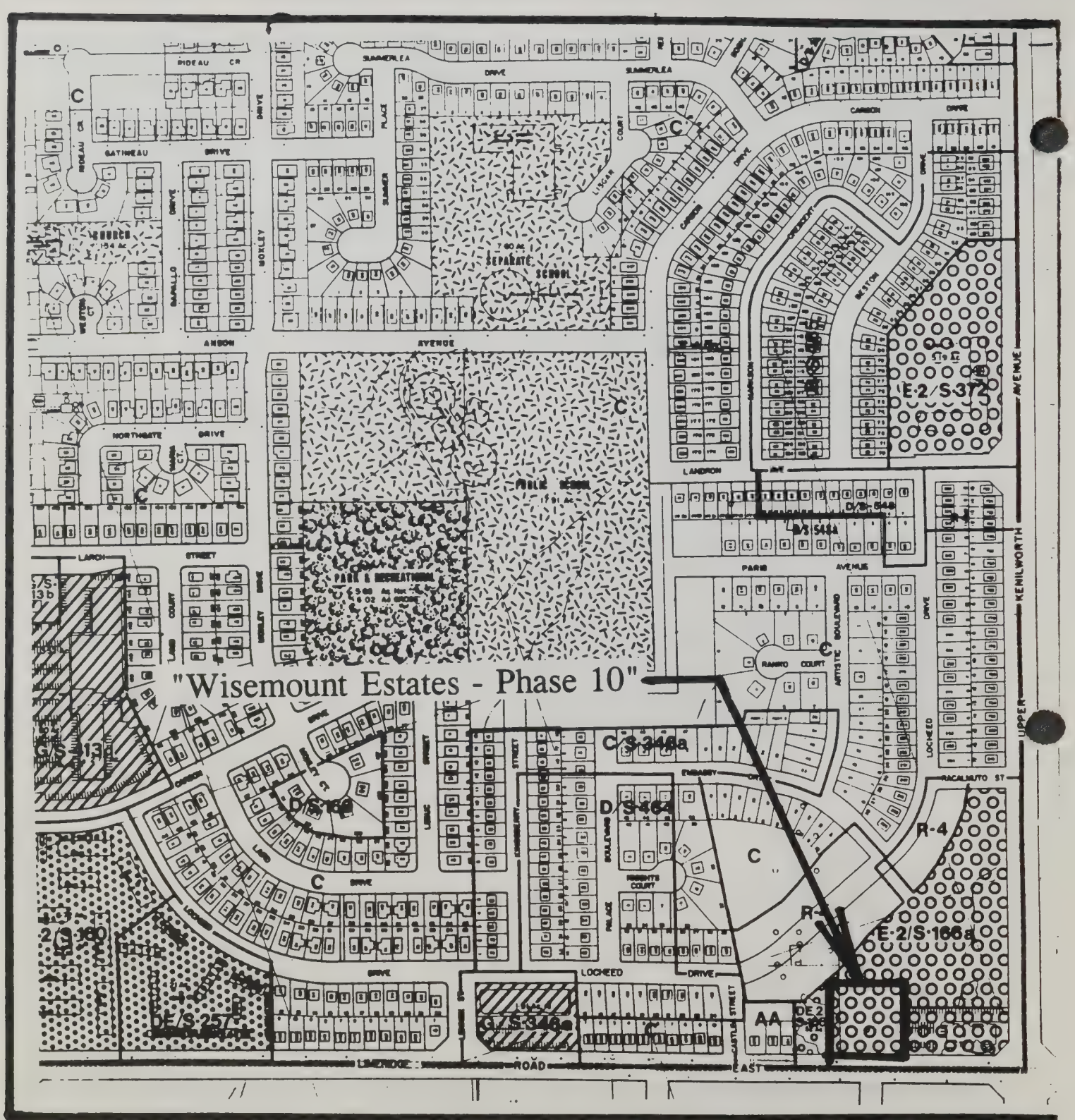
"Domvir Estates - Phase 1"

NORTH

FALKIRK EAST

DATE	FILE No.
October 9, 1997	S704-47

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division



LEGEND

Subject Lands

KEY PLAN

"Wisemount Estates - Phase 10"

NORTH

NEIGHBOURHOOD
LISGAR- Approved Plan

DATE
Sept. 16,1997

FILE No.
S723-82

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

4 SUBDIVISION EXPENDITURE SUMMARY

1998 Subdivision Expenditure Summary

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
Domvir Estates Phase 1 D. Amatangelo & L. Allega Planning and Eng. Initiatives S.D. McLaren, O.L.S. M.P. SABELLI, C.E.T. File No. S704-47	7 Lots 1 Block Hamilton	COUNCIL 94 June 28	Catch Basins & Connections		$0.00	$0.00		
			Curbs & Sidewalks		$0.00	$0.00		
			Finished Roads		$0.00	$0.00		
			Sewers & Watermains		$0.00	$0.00		
			Seeding/Sodding		$0.00	$0.00		
			Street Lighting		$0.00	$0.00		
			Dead End Barricades		$0.00	$0.00		
			Fencing		$0.00	$0.00		
			TOTAL		$0.00	$0.00	$23,054.35	$23,054.35
Wisemount Estates Phase 10 URBEX ENGINEERING LTD. S. Balaban, O.L.S. S723-82 P. Strong	20 Lots Street Townhouses Hamilton	COUNCIL 83 Sept. 27	Catch Basins & Connections		$0.00	$0.00		
			Curbs & Sidewalks		$0.00	$0.00		
			Finished Roads		$0.00	$0.00		
			Sewers & Watermains		$0.00	$0.00		
			Seeding/Sodding		$0.00	$0.00		
			Street Lighting		$0.00	$0.00		
			Deadend barricade		$0.00	$0.00		
			TOTAL		$0.00	$0.00	$91,081.64	$91,081.64
TOTALS:				$0.00	$0.00	$0.00	$114,135.99	$114,135.99

- OVERSIZING EXPENDITURES are Non-Recoverable
- 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 8

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

SUBJECT: Declaration of Surplus Property/Sale of the east/west alley south side of 73 East 19th Street from East 19th Street to Upper Wentworth and the north/south alley northerly to the north limit of 57 East 19th Street

RECOMMENDATION:

(a) (i) That the lands forming the east/west alley south side of 73 East 19th Street from East 19th Street to Upper Wentworth and the north/south alley northerly to the north limit of 57 East 19th Street, designated as Parts 1 through 18, on Plan 62R-13947, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049; and,

(ii) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That the 16 Offers to Purchase (Highway Closure) documents for the subject alleys, designated as Parts 1 through 18, on Plan 62R-13947 which are set out on the pages attached herewith and marked Appendix "A" for the price of $2 for each of the 16 sales, executed by the entitled abutting owners, be accepted. The said transactions are all scheduled to close on 1998 March 13. Funds derived from this sale be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iii) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale;

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Alleyway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act;

(c) (i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed alleyways to the abutting owners; and,

(ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Where the City has determined that a property is available for sale (or other disposition), our Realty Sales By-law 95-049 states that a Council resolution shall also be passed to formally declare the property surplus to our municipal requirements.

The sum of $2 for each of the 16 sales be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1995 April 11, City Council adopted Item 2 of the 5th report of the Transport and Environment Committee approving the stopping up and closure of the east/west alley south side of 73 East 19th Street from East 19th Street to Upper Wentworth and the north/south alley northerly to the north limit of 57 East 19th Street. On 1997 October 14 the Honourable Mr. Justice Staysyn granted an Order closing the alleyways. The Order was registered on title as Instrument No. LT480136 on 1997 November 26.

Forming part of the 1995 approval was that the Real Estate Division of the City Clerk's Department dispose of the closed alleys to the abutting owners. Subsequently, 16 Offers to Purchase (Highway Closure) documents which are set out on the pages attached herewith and marked Appendix "A" were prepared for the 16 abutting property owners of which all 16 Offers were duly executed by these owners and returned to our office. A by-law authorizing the sale as required by s.315 of the Municipal Act will be initiated by the Roads Division.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) Council in approving recommendation (a) of this report, has declared the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved Method of Notice to the Public in Real Property Procedural By-law No. 95-049, satisfactory notice has been given to the public of the intended sale of the subject road allowances;

(c) no appraisal of fair market value of the real property being sold was obtained as road allowances are exempt from the appraisal requirements of Section 193 of the Municipal Act.

KN/nw
Attach.
c.c. P. Noé Johnson, City Solicitor
Attention: Jennifer Davidson
A. Ross, Treasurer
K. M. Lau, Manager of Surveys, Roads Division
E. M. Gill, P. Eng., Senior Director, Roads Division

(95C-87)


AVENUE 1
ALPINE
BELWOOD
Regional Road Nº 123
CON 4
STREET
STREET
STREET
STREET
Regional Road Nº 167
G L ARMSTRONG PUBLIC SCHOOL
60-6110
AVENUE
16th
17th
18th
19th
EAST
EAST
WENTWORTH
Queenstake
AVENUE
East
East
CITY OF HAMILTON

Appendix "A"

No.	Abutting Owner	Description
1.	G. McDuffee and D. McDuffee	Part 17 on Plan 62R-13947 Comprising an area of 16.26 square metres (175.03 square metres), more or less
2.	T. Shaw	Part 16 on Plan 62R-13947 Comprising an area of 22.77 square metres (245.1 square metres), more or less
3.	C. Goritsas and T. Lindsay	Part 3 on Plan 62R-13947 Comprising an area of 91.36 square metres (983.4 square feet), more or less
4.	G. Facciuolo and I. Facciuolo	Part 7 on Plan 62R-13947 Comprising an area of 26.0 square metres (279.8 square feet), more or less
5.	D. Avolio and P. Avolio	Part 6 on Plan 62R-13947 Comprising an area of 26.0 square metres (279.8 square feet), more or less
6.	W. Wojcik, J. Wojcik and B. Wojcik	Part 9 on Plan 62R-13947 Comprising an area of 39.0 square metres (419.8 square feet), more or less
7.	D. Piotrowski	Part 14 on Plan 62R-13947 Comprising an area of 16.20 square metres (174.38 square feet), more or less
8.	R. Hussey and K. Deiter	Part 15 on Plan 62R-13947 Comprising an area of 19.57 square metres (210.66 square feet), more or less
9.	J. McIlwee and A. McIlwee	Parts 4 and 5 on Plan 62R-13947 Comprising an area 112.1 square metres (1,206.6 square feet), more or less
10.	N. D. Hunt, S. Junkin and A. Hunt	Part 13 on Plan 62R-13947 Comprising and area of 29.27 square metres (315.07 square feet), more or less
11.	T. Vasilevski and M. Vasilevski	Part 11 on Plan 62R-13947 Comprising an area of 15.90 square metres (171.15 square feet), more or less

12.	D. McVittie and M. Bremer	Part 8 on Plan 62R-13947 Comprising an area 27.31 square metres (293.97 square feet), more or less
13.	C. Mancini	Part 12 on Plan 62R-13947 Comprising an area of 29.27 square metres (315.07 square feet), more or less
14.	M. McDuffee	Part 1 and 18 on Plan 62R-13947 Comprising an area of 116.71 square metres (1,256.29 square feet), more or less
15.	P. Redmond and N. Redmond	Part 10 on Plan 62R-13947 Comprising an area of 19.50 square metres (209.9 square feet), more or less
16.	G. Kruk	Part 2 on Plan 62R-13947 Comprising an area of 97.52 square metres (1,049.73 square feet), more or less

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 19

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

URBAN/MUNICIPAL
CA4 ON HBL A05
C5176
1998

URBAN MUNICIPAL

FEB 9 1998

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 February 2nd
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

   Update on City/Region Brownfields
   Staff Steering Committee

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   TRAFFIC DIVISION

   (a) Supply and Delivery of Traffic Signal Controllers

   (b) Stopping Prohibitions at Non-Signalized Intersections
   General Provision Text Amendment

   CITY ENGINEER

   (c) Proposed Backlit Advertising Panels

4. **OTHER BUSINESS**

5. **ADJOURNMENT**

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
2.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
3.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
4.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
5.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
6.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
7.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back
8.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back
9.	Pollution Control Sub-Committee	1997 Dec. 11	Sub-Committee be established with Aldermen Collins, Wilson, Kiss and Horwath	To Review and Report Back on the Mandate, Terms of Reference and Make-up of the Sub-Committee
10.	Supply of Trees to Ice Storm Communities	1998 January 19	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
February 2nd, 1998

1

CITY OF HAMILTON

- INFORMATION -

DATE: January 14, 1998
(TC-BF)

REPORT TO: Ms. Stella Glover, Secretary
Planning and Development Committee

Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. L.C. King, P.Eng
Building Commissioner

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: **Update on City/Region Brownfields Staff Steering Committee**

BACKGROUND:

Since the previous information report on this matter dated May 16, 1997, Building Department and Planning and Development Department staff along with Regional staff have finalized an inventory of potential Brownfield locations in the City of Hamilton. This inventory has been mapped and is currently available on the City/Region internal intranet computer network for viewing. Attached to this report as Appendix "A" is the text of the material that is part of the Brownfields intranet site and summarizes the staff accomplishments since March, 1997.

In terms of future actions, an informal meeting with a number of key community partners has been scheduled for January 23, 1998. These community partners include the Chamber of Commerce, major industries, the environmental services sector, ICI realtors, and financial/legal professionals. The purpose of this meeting is to assist staff in identifying other issues pertaining to Brownfield redevelopment and scoping the parameters of the Terms of Reference for the formal "Brownfield Redevelopment Task Force". When this detailed Terms of Reference has been completed by staff, a joint City-Region report will be prepared with recommendations. It is anticipated this report will be submitted by no later than February, 1998.

KE/ke

CITY/REGION BROWNFIELDS STAFF STEERING COMMITTEE

Background:

What are "Brownfields"?

Brownfields is a general term used to describe abandoned, idle or under-used industrial and/or commercial land and/or buildings in built-up urban areas. An important feature of brownfield locations is that these sites/buildings are situated in urban areas where full municipal services are readily available, i.e., sewer, water, utilities and roads.

A brownfield location in no way suggests that a site or building is "contaminated", however there is a perception that brownfield locations are contaminated. Depending on the previous activities or uses on the particular site or within the building there may be the potential for contamination. Only through detailed on-site testing and an assessment of the previous activities can the extent of contamination, if any, be determined.

A brownfield location becomes vacant or under-used primarily as a result of economic factors. These factors include micro-economic implications such as the buildings/lands being unsuitable for expansion and the firm moves elsewhere. Macro-economic considerations such as the continuing trend of eliminating protective tariffs in the global economy and the movement of labour intensive industrial/manufacturing establishments to lower cost areas is another factor.

How did the City/Region staff become involved in Brownfields?

Through contact with a number of other municipalities across the United States and Canada, it has become increasingly apparent to staff of the attractiveness of promoting and facilitating the redevelopment of brownfield locations as a key feature of municipal economic development. In addition, there is genuine local market interest in brownfield locations in Hamilton as sites for potential redevelopment opportunities.

Making more productive use of the existing municipal urban infrastructure through redevelopment and re-use of vacant and/or underutilized lands/buildings continues to be a key feature of the City of Hamilton Official Plan and the Region of Hamilton-Wentworth Official Plan, Towards a Sustainable Region and Provincial Planning Policy.

As a result, a "City/Region Brownfields Staff Steering Committee" was established in March, 1997 to begin exploring the whole issue of brownfield locations and redevelopment.

Very simply, brownfield locations cannot be ignored as a potential avenue for securing new development and as a key component of making more effective use of a municipalities servicing infrastructure. Bringing brownfield locations back into productive use will increase the municipal assessment base and can minimize the financial commitment municipalities must make in servicing new employment-generating uses in vacant "greenfield" locations. Strategies for facilitating redevelopment to bring these locations back into productive use are needed and municipalities are taking the lead in coordinating and facilitating redevelopment strategies.

Why is redeveloping Brownfield locations important?

There are a number of reasons:

- It is generally more cost effective for a municipality to develop lands that have municipal services (sewer, water and utilities) already in place as opposed to extending services to undeveloped areas - "greenfield locations";
- The transportation network, roads and public transit, are already established;
- Redevelopment can act as catalyst for other redevelopment opportunities, for example, positive spin-off effects to the commercial sector;
- Land values are enhanced for similar properties and the employment opportunities are increased;
- Property taxes and other revenues are generated for the municipality; and,
- An underutilized site is "brought back to life" and contributes to the vitality, safety and productivity of a neighbourhood.

How was the inventory of Brownfield locations developed?

The inventory of brownfield locations was determined through the use of municipal assessment rolls, as provided by the Ontario Ministry of Finance. Municipal assessment rolls contain property codes and designations that identify a property as being vacant and having a former industrial and/or commercial use. In addition, municipal assessment rolls contain information on the property owner, name of business or occupant, street address, zoning designation, site dimensions and assessed property value. It was identified at an early stage that the clear majority of potential brownfield locations would be located within Hamilton's Lower City. Several isolated parcels were initially identified in Stoney Creek and Dundas, but were eliminated because of the small land area involved.

Only properties that were in excess of 10,000 square feet in land area were identified from the municipal assessment rolls. However, for properties that had a land area of less than 10,000 square feet and appeared to have potential for land assembly with adjacent land parcels were also included.

The property locations obtained from the municipal assessment rolls were then corroborated by site visits. Through these site visits, it was observed that a number of properties had a marginal use or activity on the site, notwithstanding the municipal assessment rolls recording these properties as vacant. For the most part, these locations were included in the brownfields inventory.

It should be recognized that this inventory is a "conservative" profile of brownfield locations in Hamilton-Wentworth. The inventory is made up only of vacant parcels of land of a minimum size (10,000 sq. ft.) that had a previous industrial and/or commercial use. The other major element of brownfield locations is the identification of underutilized parcels of land. These parcels still contain an active industrial/manufacturing use, however portions of the total property or building may not be fully utilized. Identification of underutilized land parcels or buildings requires considerably more effort as contact has to be made with the individual property and/or business owner and an assessment must be made on future building and land requirements of the particular business.

As economic conditions in the City evolve, there will likely be addition and deletion of properties. Accordingly, on-going maintenance of this database and the identification of under-utilized parcels and buildings are two key research issues that should be addressed by the future "Brownfields Task Force".

How is the Brownfields inventory mapped?

Following the completion of the inventory, work began on mapping the data. With assistance provided by Parcil, the inventory spreadsheet and neighbourhood maps were computerized and made accessible to local networks. The mapped representation of the brownfield locations is designed to interact with the charted inventory which can also be accessed on the City/Region computer network. This information can be downloaded and in the future can be made available on-line to external users beyond the City/Region computer network. Similar to the base brownfield inventory, the electronic mapping of the inventory will require periodic update.

What are the characteristics of Brownfield locations in Hamilton-Wentworth?

The clear majority of brownfield locations in Hamilton-Wentworth are situated in the Bayfront Industrial Area of the City of Hamilton. As was noted earlier, a small number of vacant parcels were identified in Stoney Creek and Dundas but were eliminated because of their small land area.

A total of 149 individual properties were identified representing in total some 212 acres of land. Just under two-thirds of these properties are relatively small parcels, under one-half acre in size. These small parcels account for approximately 15 acres in total. These smaller properties are generally more suitable for land assembly purposes, either through consolidation with an adjacent larger parcel or through assembly of a number of smaller parcels to create one larger parcel. An additional 23 properties range in size from one-half acre to one acre and a further 29 parcels were identified are in excess of one acre in size.

The assessed property value of these properties is estimated at slightly over $4.5 million. Under the present assessment and property taxation system, when an industrial property becomes vacant there are two impacts: 1) no business tax will be charged on the vacant space for the duration of the vacancy; and, 2) the property is taxed at the residential mill rate for the duration of the vacancy. The residential mill rate is 15% lower than the industrial rate and is prescribed by Provincial legislation.

If these properties were being taxed at the full industrial mill rate, an additional $300,000 (approx.) in property tax revenue would be generated. It should be noted that this does not include the business tax revenue, which is difficult to estimate as it is based on the type of business activity. Recognizing the Brownfields inventory has identified only vacant lands and not underutilized lands, it is not unreasonable to assume that redevelopment of brownfield locations would result in additional property tax revenues in excess of $400,000 annually.

What has the City/Region Brownfields Staff Steering Committee accomplished to date?

Since March, 1997 when City and Regional staff began to brainstorm on this emerging issue, a great deal of background work has taken place. The key accomplishment has been the development of a brownfields location data base, the highlights of which were noted previously. Up until the development of this database, the extent and characteristics of brownfield locations in the City was unknown.

Next Steps:

The brownfields data base enables the formal Brownfield Redevelopment Task Force to begin identifying possible strategies and actions that would facilitate or promote the redevelopment of these locations. As well, the members of the Task Force will contribute to an increased understanding of why brownfield locations emerge in an urban setting such as Hamilton.

Accordingly, the key objectives of the Brownfield Redevelopment Task Force would be as follows:

1) To formulate a strategy or plan of action that would facilitate the redevelopment of brownfield locations in Hamilton;

2) To share knowledge, insight and experience on the constraints and concerns affecting brownfield locations in Hamilton and their potential for redevelopment;

3) Undertake additional quantitative research on identifying other potential brownfield locations in Hamilton; and,

4) To define and prioritize a specific area(s) within Hamilton for brownfields redevelopment.

Based on the experience of other jurisdictions in Canada and the United States, it is apparent any brownfields redevelopment strategy must be a multi-faceted approach. The approach typically encompasses more flexible regulatory requirements, direct financial incentives, property tax deferrals, liability concerns and neighbourhood input from existing residents and businesses.

3 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-045-98 / Author: J. R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Signal Controllers

RECOMMENDATION:

That a purchase order be issued to Intrex Inc, St. Albert, Alberta, and to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of traffic signal controllers and associated equipment required during 1998 by the Traffic Division, being the acceptable bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $500,000. be financed through the Traffic Signals Materials Account No. CH-56152-75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1998. Most of the material are used on Region Capital Budget projects.

The low bidder on this tender has not supplied traffic signal equipment to the City previously, and there will be some increased costs in going to a new supplier, such as additional spare parts, staff training, and productivity losses while staff become accustomed to using the new equipment.

BACKGROUND:

The tender for the supply and delivery of traffic signal controllers in 1998 was advertised and suppliers were invited to submit bids. The low bidder, Intrex Inc. has not supplied traffic signal controllers to the City previously, and their ability to supply the required quality of equipment and service is therefore not known. Staff is prepared to recommend the award of approximately half the total quantity required to Intrex, in order to have an adequate opportunity to evaluate the company and its product.

The evaluation process will be discussed with the supplier prior to the order being placed, so that the process is understood by all parties. The evaluation criteria will include such items as (i) timely delivery of product, (ii) quality of training program, (iii) frequency of equipment defects, (iv) response time on correcting defects, (v) ease of use of equipment. The evaluation will be ongoing during the year, but should be complete prior to issuing tenders for 1999 requirements.

At the end of the evaluation, the results will be made known to the supplier, and a report will be made to Committee.

Fortran Traffic Systems has supplied control equipment for the past five years, and their equipment and service capabilities are well known to staff. Optimum operation of traffic signals requires that groups of signals adjacent to each other be interconnected with a master control system, and that all controllers within a control grouping be of the same make and model. Therefore it will be necessary to purchase at least some of the required equipment from Fortran Traffic Systems in order to allow infilling of established control groups. Staff therefore recommends that the remainder of the required quantity of signal controllers be acquired from Fortran Traffic Systems.

JRW/

Ref: C18-797

Closed: January 8/98

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF FIFTY (50) OR MORE DIGITALLY TIMED SOLID STATE TRAFFIC SIGNAL CONTROLLERS AND ASSOCIATED HARDWARE

Price F.O.B. Traffic Centre, 1375 Upper Ottawa Street, Hamilton, Freight, Duty and Customs Brokerage Charges Included

BIDDERS	Tacel		Fortran		Econolite		Intrex	
G.S.T. Extra At 7%, P.S.T. Extra at 8%	Subunit	Unit Price	Subunit	Unit Price	Subunit	Unit Price	Subunit	Unit Price
Five (5) or more 36 circuit fully actuated solid state controllers and associated hardware, Traffic Part #2619, as itemized below:								
Cabinet as per Section 2	3,968.55		4,261.80		Included		3,026.00	
Timer as per Section 3	1,840.00		1,955.00		Included		2,650.00	
12 Channel Conflict Monitor	849.45		751.00		Included		713.00	
TOTAL		$6,658.00		6,967.80		$7,088.00		6,389.00
Forty (40) or more 24 circuit fully actuated solid state controllers and associated hardware, Traffic Part #2623, as itemized below:								
Cabinet as per Section 2	3,359.50		3,532.99		Included		2,731.00	
Timer as per Section 3	1,745.50		1,955.00		Included		2,420.00	
6 Channel Conflict Monitor	733.00		687.50		Included		635.00	
TOTAL		$5,838.00		6,175.49		$6,123.00		5,786.00
Five (5) or more 24 circuit pre-timed solid state controllers and associated hardware, Traffic Part #2629, as itemized below:								
Cabinet as per Section 2	3,266.00		3,535.79		Included		2,731.00	
Timer as per Section 3	1,800.00		1,955.00		Included		2,420.00	
6 Channel Conflict Monitor	733.00		687.50		Included		635.00	
TOTAL		5,799.00		6,178.29		$5,985.00		5,786.00

BIDDERS	Tacel		Fortran		Econolite		Intrex	
G.S.T. Extra At 7%, P.S.T. Extra at 8%	Subunit	Unit Price	Subunit	Unit Price	Subunit	Unit Price	Subunit	Unit Price
Two (2) or more area master controllers, Traffic Part #4000 including								
Master Controller	4,250.40		3,605.26		Included		4,316.00	
Connector Harness and Panel	90.00		302.01		Included		29.00	
Modem for remote communications	125.00		875.00		Included		650.00	
TOTAL		$4,465.40		$4,782.27		$3,988.00		$4,995.00
Two (2) or more communications modules, Traffic Part #4123, as per Section 3.8		$320.00		437.98		$490.00		$345.00
One (1) or more portable data transfer unit as per Section 5.6.2		$2,800.00		2,799.00		$2,948.00		$1,800.00
Maximum deliver time from replacement of order	10-12 Weeks ARO		12 Working Weeks After Receipt of Written Purchase Order		120-150 Days, unless otherwise requested and can be accommodated		To be established	
Make & Model	Eagle Traffic Model EPAC Controller and Marc Master		Peek Traffic - Transyt Corporation LMD9211 & LMD411		Econolite ASC/2 &/2M		Intrex MI	

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 23
File No. TEC-039-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Stopping Prohibitions at Unsignalized Intersections
- General Provision Text Amendment

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to prohibit stopping within distances of up to 50 feet of any intersection, provided that suitable signs are erected and maintained.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The subject text amendment will facilitate operational efficiencies and reduce certain costs associated with the generation of reports and the obtaining of approvals.

BACKGROUND:

At present, the City and Regional Traffic By-laws maintain general provisions prohibiting the stopping of vehicles within 20 feet of a marked or unmarked crosswalk, whether signs are in place or not. Stopping is also prohibited within distances of up to 250 feet of a signalized intersection provided that suitable signs are erected and maintained. However, there is no general provision to prohibit the stopping of a vehicle within a specified distance of an unsignalized intersection where suitable signs have been erected.

Currently, the implementation of "No Stopping" regulations within 50 feet of unsignalized intersections is, usually, a routine matter and, therefore, a general provision prohibiting stopping within 50 feet of an intersection, provided that suitable signs are erected, would be consistent with common practice.

Enacting the proposed legislation will permit Staff to implement "No Stopping" regulations of up to 50 feet at intersections where this type of prohibition would expedite the flow of traffic or improve traffic safety. The subject provision will significantly reduce the time required to obtain approvals and decrease the number of reports generated; thereby increasing operational efficiency and enhancing the level of service to the public. Therefore, Staff recommends the enactment of a general provision prohibiting the stopping of vehicles within distances of up to 50 feet of any intersection where suitable signs are erected and maintained.

MBH

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 27
T103-69(A) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Backlit Advertising Panels (R-98-06)

RECOMMENDATION:

That International Media Advertising Inc. (95 Barber Greene Road, Suite 200, Don Mills, M3C 3E9) and Bell Canada (Bell Canada Payphone Service, 40 Noralco Drive, North York M9L 2X6) be permitted to install and maintain advertising panels and community service information, on both the interior and exterior of public payphones, measuring 0.81m x 1.10m onto City Road Allowances, for a five (5) year period, subject to the following conditions:

i) That an Agreement be entered into, between the City of Hamilton, International Media Advertising Inc., and Bell Canada in a form satisfactory to the City Solicitor.

ii) That the applicant(s) provide an alphabetical street name inventory, defining where all panels are placed on the road allowance and facilities.

iii) That the applicant(s) provide $5,000,000 public liability insurance, naming the City and the Region as added insured parties, and saving the City and the Region harmless from all action, interests, claims, demands, costs, damages, expenses, and loss.

iv) That the Mayor and the City Clerk be authorized and directed to execute the Agreement on behalf of the City.

Cont'd...

Proposed, Backlit Advertising Panels
Cont'd...

v) That the applicant pay to the City 12.5 percent of Bell Canada's advertising revenues per panel, per year, credited to Unclassified Revenue Account Centre 75001.

vi) That the term of the Agreement commence 1998 January 2, and terminate 2003 January 3.

vii) That the content of the advertising be in a form acceptable to the City and that the applicant receive approval from the Commissioner of Transportation for new advertisements.

viii) That the City retain the right to approve or reject any or all advertising.

ix) That the City Streets By-Law 9329, be amended to permit non-accessory signs attached to public phone booths located on City streets.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton currently has eighty eight (88) payphones on City Road Allowances and within City facilities. These locations have generated approximately $6,000 in annual compensation. IMA Inc. has projected that there are an additional ten to twenty phone booths suitable for the backlit advertising, which could represent additional revenues to the City of between $2,500 to $5,000 annually. The City is to be paid 12.5% of Bell Canada's gross receipts, less agency commissions and bad debts for the advertising panels.

The City Streets By-Law 9329 does not provide for the placement of non-accessory signs on City streets and this application will require a change to the By-law.

BACKGROUND:

A request has been received from International Media Advertising (IMA) and Bell Canada to install and maintain backlit panel advertising at public payphones City Road Allowances.

Cont'd...

Proposed, Backlit Advertising Panels
Cont'd...

The 0.81m wide x 1.10m high panels would be illuminated, and as well as advertising on the exterior, they would provide emergency phone numbers and a district map on the interior panel. IMA Inc. has a management agreement with Bell Canada for third party advertising on exterior public phones within the Province of Ontario. IMA is now requesting permission to affix such backlit panels initially at nineteen (19) locations, on the road allowance. A similar report will be presented to the Parks and Recreation Committee seeking approval for the installation of backlit lighting panels within City owned facilities.

The applicant has advised this Department that public reaction to Bell Canada test trials has been positive and that the revenue from the payphones with the advertising panels increased four times that of the adjoining phone without the advertising panels. The applicant and Bell Canada have indicated that more payphones could be installed even where call revenues are marginal, due to increased revenues expected from the backlit advertising panels. The additional illuminated signs affixed to the exterior of phone booths will provide higher lighting levels inside and around the booth enhancing security, and an interior panel can be affixed to provide public information, such as maps, and emergency information that contribute to public safety.

The contract includes safeguards to ensure advertising conforms to the Canadian Code of Advertising Standards, explicitly denying advertisements connected with tobacco and tobacco products. The City, however, will be the final arbiter with regard to any and all advertisement.

Bell Canada is currently under agreement with the City for the placement of eighty eight (88) payphones. The City receives a maximum of 6 percent revenue per payphone per month totalling approximately $6,000 annually. This proposal represents an additional revenue opportunity for the City. It would result in better service to the public, while enhancing public safety with the increased number of telephones.

SAFETY

In a survey of five hundred and five (505) respondents of which sixty seven percent (67%) were women the results were as follows:

- 90% of all women stated that they would choose the phone booth with the lit advertising panel over the booth without the panel.

Cont'd...

Proposed, Backlit Advertising Panels
Cont'd...

- 84% of all women stated that they would feel, "very comfortable" (61%) or somewhat comfortable (23%) "when using the booth at night", with the extra lighting.
- 78% of all women interviewed agreed that "the addition of the lit panel provides an extra sense of security".

VISIBILITY

The existing booths have walls that are either all glass or have bottom solid steel panels. The backlit panels are mounted in the top half of the booth walls, and the solid metal panel below is removed and substituted with glass. The decreased visibility due to the advertising panel is offset by the increased visibility from the lighted panel.

MOUNTING

To mount the backlit advertising units, glass is removed from the upper part of the booth wall. The unit is installed and powered from existing electrical plugs in the roof of the booth.

This proposal is analogous with a successful arrangement respecting advertising on bus shelters. The relatively small size of the recommended sign will relate primarily to pedestrian traffic, and not have an adverse impact on the existing streetscape. The backlit advertising program could be mutually beneficial for the applicant, Bell Canada, and the City, this Department recommends acceptance.

JKC:

cc: R. Morrow, Mayor
cc: Alderman G. Copps
cc: Alderman M. Kiss
cc: P. Noe Johnson, City Solicitor
cc: D. Lobo, Commissioner of Public Works and Traffic
cc: A. Ross, Treasurer
cc: R. Fair, Director of Culture and Recreation

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 February 2nd
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 January 19th

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) No. 70 Tragina Avenue South
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(b) No. 114 Burton Street
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

(c) Murray Street East, east of James Street North

ii. Intersection Control

(a) East side of High Street,
south of Fennell Avenue East - Corner Clearance

(b) Intersection of Cottage Avenue and Orchard Hill

(c) Intersection of Iona Avenue and Brodick Street/Yarmouth Court

(d) Intersection of Republic Avenue and Robespierre Court

iii. **Miscellaneous**

(a) Supply and Delivery of Traffic Paint during 1998

(b) Supply and Delivery of Sign Blanks

(c) Supply and Delivery of Sign Sheeting during 1998

(d) No. 16 Albany Avenue
Request for a Wheelchair Loading Zone

(e) No. 62 Norman Street
Request to Remove a Wheelchair Loading Zone

(f) Supply and Delivery of Traffic Signal Heads
and Pedestrian Pushbuttons

(g) Supply and Delivery of Traffic Poles

(h) Amending the Definition of Commercial Vehicle

iv. **City Engineer**

(a) Outdoor Boulevard Cafe - 54 James Street North

(b) City of Hamilton's "Flat Rate Fee"
for the Recovery of Servicing Costs
Associated with 0.30 metre reserves

(c) To incorporate certain City land into
various streets by By-laws

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1998 January 19
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice Chairman Mayor R. M. Morrow Alderman M. Kiss Alderman A. Horwath Alderman T. Jackson Alderman T. Anderson Alderman F. D'Amico
Absent:	Alderman B. Morelli, Other Business
Also present:	Alderman M. Caplan B. Price, Hamilton Safety Council J. G. Pavelka, Chief Administrative Officer D. Lobo, Commissioner of Public Works and Traffic C. Firth-Eagland, Public Works and Traffic R. Meiers, Public Works and Traffic M. Hazell, Public Works and Traffic Department G. Aston, Roads Department L. Farr, Law Department J. J. Schatz, City Clerk J. Ambrosė, Herkimer Street G. Underdown, Herkimer Street K. Christenson, Secretary

1. **DELEGATION**

Proposed Assumption of a portion of the Unassumed Alley extending Between Beulah Avenue and Miles Court

The Committee was in receipt of a report dated 1998 January 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

As no delegation was present, the Committee approved the following recommendation:

That City Council enact the by-law to authorize the assumption of a one metre portion of the unassumed lane which extends between Beulah Avenue and Miles Court and to close such assumed portion of lane to vehicular traffic.

2. **CONSENT AGENDA**

A. **MINUTES**

The minutes of the Transport and Environment Committee meeting of 1997 December 11 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Belview Avenue between King Street East and Dunsmure Road**

The Committee was in receipt of a report dated 1997 December 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Belview Avenue, between King Street East and Dunsmure Road, be replaced with a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the west side and a "No Parking" regulation on the east side of the street and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 241 Charlton Avenue West**
Request to Remove a Reserved
"Permit Parking" for a Disabled Resident

The Committee was in receipt of a report dated 1997 December 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Charlton Avenue West commencing at a point 150 feet east of Kent Street and extending to a point 18 feet easterly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Aberdeen Avenue between Queen Street South**
and Hess Street South
Request to allow Overnight Parking

The Committee was in receipt of a report dated 1997 December 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Aberdeen Avenue between Queen Street South and Hess Street South be removed from the "through street" system such that overnight parking will be allowed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 275 Paling Avenue**
Request for a Reserved
"Permit Parking" for a Disabled Resident

The Committee was in receipt of a report dated 1998 January 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 705 feet south of Barton Street East and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Harvey, No. 275 Paling Avenue.

(e) **No. 11 East 21st Street**
Request to Remove a Reserved
"Permit Parking" for a Disabled Resident

The Committee was in receipt of a report dated 1998 January 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of East 21st Street commencing at a point 238 feet south of Concession Street and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 10 Inchbury Street**
Request for a Reserved
"Permit Parking" for a Disabled Resident

The Committee was in receipt of a report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Inchbury Street commencing at a point 113 feet north of Florence Street and extending to a point 16 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. John Moores, No. 10 Inchbury Street.

(g) **Holmes Avenue between Leland Street and Emerson Street**

The Committee was in receipt of a report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Holmes Avenue between Leland Street and Emerson Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Clinton Street between Ruth Street and Barnesdale Avenue North**

The Committee was in receipt of a report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Clinton Street between Ruth Street and Barnesdale Avenue North be replaced with a "No Parking" regulation on the north side and unrestricted parking on the south side, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Parking Regulations on Wexford Avenue South adjacent to A. M. Cunningham School**

The Committee was in receipt of a report dated 1998 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Wexford Avenue South from Central Avenue to Monterey Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **East 22nd Street, south of Concession Street**

The Committee was in receipt of a report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of East 22nd Street commencing at a point 142 feet south of Concession Street and extending 297 feet southerly therefrom and on the east side of East 22nd Street commencing at a point 143 feet south of Concession Street and extending 294 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Sanders Boulevard between West Park Avenue and Daleview Court**

The Committee was in receipt of a report dated 1998 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Sanders Boulevard between West Park Avenue and Westbourne Road and on the north side of Sanders Boulevard between West Park Avenue and Daleview Court, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Pearl Street South between Hunter Street West and Bold Street**

The Committee was in receipt of a report dated 1998 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 24 hours a day, Monday-Friday" regulation be implemented on the east side of Pearl Street South between Hunter Street West and Bold Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Ofield Road, west of Ewen Road**

The Committee was in receipt of a report dated 1998 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Ofield Road commencing at Ewen Road and extending to a point 181 feet westerly therefrom and on the south side of Ofield Road commencing at Ewen Road and extending to a point 98 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Coral Drive and Fielding Crescent**

The Committee was in receipt of a report dated 1997 December 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing three-way stop control at the intersection of Coral Drive and Fielding Crescent be retained on a permanent basis.

(b) **Intersection of Roland Road and Regent Avenue**

The Committee was in receipt of a report dated 1998 January 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Roland Road be required to stop for eastbound and westbound traffic on Regent Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Eagleglen Way and Upper Paradise Road**

The Committee was in receipt of a report dated 1998 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Eagleglen Way be required to stop for northbound and southbound traffic on Upper Paradise Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

Southampton Drive and Grandoaks Drive - U-Turn Prohibition

The Committee was in receipt of a report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No U-Turn" sign be erected for westbound traffic on Southampton Drive at Grandoaks Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

1998 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1998 January 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services for the following subdivisions:

"Domvir Estates - Phase 1, Hamilton

City's share -NIL-, Owner's share $ 23,054.35

"Wisemount Estates - Phase 10, Hamilton

City's share -NIL-, Owner's share $ 91,081.64

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of Domvir Estates - Phase 1", Hamilton and "Wisemount Estates -Phase 10", Hamilton as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

C. CITY CLERK

Declaration of Surplus Property/Sale of the east/west alley south side of 73 East 19th Street to Upper Wentworth and the north/south alley northerly to the north limit of 57 East 19th Street

The Committee was in receipt of a report dated 1998 January 8 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) (i) That the lands forming the east/west alley south side of 73 East 19th Street from East 19th Street to Upper Wentworth and the north/south alley northerly to the north limit of 57 East 19th Street, designated as Parts 1 through 18, on Plan 62R-13947, be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049; and,

(ii) That the Real Estate Division be authorized and directed to sell these properties in accordance with the Real Property Sales Procedural By-law; and,

(b) (i) That the 16 Offers to Purchase (Highway Closure) documents for the subject alleys, designated as Parts 1 through 18, on Plan 62R-13947 which are set out on the pages attached herewith and marked Appendix "A" for the price of $2 for each of the 16 sales, executed by the entitled abutting owners, be accepted. The said transactions are all scheduled to close on 1998 March 13. Funds derived from this sale be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the City Solicitor be authorized and directed to prepare the necessary transfer documents; and,

(iii) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:

(1) satisfactory notice has been given to the public of the intended sale; and,

(2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway(Public Alleyway) Closures and Sales are exempt from the appraisal requirement of Section 193 of the Municipal Act; and,

(c) (i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed alleyways to the abutting owners; and,

(ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of an information report dated 1998 January 19 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
November/ December 1997	Ontario Good Roads Association	Monthly Bulletin	1998 January 7

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) **1998 Proposed Road and Sidewalk Capital Improvement Programme**

The Committee was in receipt of a report dated 1998 January 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Transportation be authorized on an interim basis to proceed with the calling of tenders for the following projects in relation to the 1998 Road and Sidewalk Capital Improvement Programme in an amount not to exceed $3,000,000 prior to the final Capital Budget approval:

(i) Ferguson Avenue between King and King William

(ii) West 32nd Street between Scenic and Sanatorium

(iii) West 33rd Street between Scenic and Sanatorium

(iv) Hot-in-place asphalt recycling at various locations; and,

(b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

(ii) TRAFFIC DIVISION

(a) **Community Traffic Services Division**
Information Pamphlets

The Committee was in receipt of an information report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Hazell reviewed the report and displayed the pamphlets. Subsequently, the Committee approved that the information report be received.

(b) **On-Street Parking in the Downtown Area**

The Committee was in receipt of a report dated 1998 January 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the following additional City initiatives be approved to maximize on-street parking and to improve overall parking conditions in the downtown area:

(a) That parking meters be installed on the following City streets:

(i) west side of Walnut Street from King to Main Streets (3 hour duration); and,

(ii) south side of Jackson Street from James to MacNab Streets (3 hour duration); and,

(iii) north side of Jackson Street from MacNab Street to the City Hall (3 hour duration); and,

(iv) east side of MacNab Street south of Vine Street (1 hour duration); and,

(v) both sides of Vine Street from MacNab to James Streets (1 hour duration); and,

(vii) west side of Park Street south of Vine Street (1 hour duration); and,

(b) That the following full-time regulations (ie. loading zones) be converted to part-time regulations to allow free parking to occur during evening hours and on Sundays:

(i) That the existing full-time "No Parking - Loading Only" regulation on the south side of Rebecca Street commencing at a point 75 feet east of James Street North and extending to a point 23 feet easterly therefrom be revised such that it is in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday; and,

(ii) That the existing full-time "Commercial Vehicle Loading Zone" on the north side of Jackson Street East commencing at a point 30 feet west of Walnut Street and extending to a point 70 feet westerly therefrom be revised, such that it is in effect from 7:00 a.m. to 6:00 p.m., Monday to Saturday; and,

(iii) That the existing "No Stopping, 4:00 p.m. to 9:00 a.m., 7 days a week" regulation on the west side of Hughson Street North between King Street East and Main Street East be replaced with a "No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Saturday" regulation; and,

(c) That the City Traffic By-law be amended to reflect the following minor adjustments to the various parking/loading regulations which were required upon the installation of the 200 new parking meters in the downtown in July 1997:

(i) That a full-time "Wheelchair Loading Zone" be implemented on the north side of King William Street commencing at a point 97 feet west of the west curb line of Walnut Street and extending to a point 44 feet westerly therefrom; and,

(ii) That a "No Parking" regulation be implemented on the east side of Mary Street commencing at a point 166 feet north of King Street and extending to a point 62 feet northerly therefrom; and,

(iii) That the existing full-time "Commercial Vehicle Loading Zone" on the north side of King William Street commencing at a point 26 feet west of Wellington Street and extending to a point 50 feet westerly therefrom be deleted and replaced with a "No Parking" regulation commencing at a point 63 feet west of Wellington Street and extending to a point 24 feet westerly therefrom; and,

(d) That no further action be taken on the request of the Downtown Hamilton Business Improvement Area to implement a two hour parking duration on all on-street parking meters in the downtown area; and,

(e) That City staff actively participate with the International Village and Downtown Hamilton BIAs to promote and advertise the recent parking initiatives/improvements for the downtown area; and,

(f) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Blake Street and Maplewood Avenue - School Crossing Guard**

The Committee was in receipt of a report dated 1998 January 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Blake Street and Maplewood Avenue during the morning and evening school crossing periods only, on a permanent basis; and,

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of approximately $4,000, plus administrative costs, for a School Crossing Guard at this location on a permanent basis.

(d) **Cannon Street East and Lottridge Street - School Crossing Guard**

The Committee was in receipt of a report dated 1998 January 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the existing hours of the School Crossing Guard at the intersection of Cannon Street East and Lottridge Street be extended to include the lunch time school crossing periods up until the approval of the 1998 Departmental Budget; and,

(b) That said assignment be subject to the approval of an expansion package totalling approximately $2,500, plus administrative costs, which will be presented during the 1998 current budget deliberations.

(e) **Beryl Street and Birchview Drive - School Crossing Guard**

The Committee was in receipt of a report dated 1998 January 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the action of the Commissioner of Public Works and Traffic in temporarily assigning a School Crossing Guard to the intersection of Beryl Avenue and Birchview Drive during the morning and evening school crossing periods be confirmed; and,

(b) That the temporary School Crossing Guard be removed at the end of the 1997-1998 school year pending confirmation that there is a reduction in the traffic volumes on Beryl Street/Birchview Drive.

(f) **Intersection of Herkimer Street and Kent Street - Intersection Control**

The Committee was in receipt of a report dated 1998 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee agreed to hear a delegation consisting of Judy Ambrose and Grace Underdown, two area residents who spoke of the need for a four way stop control at this intersection.

The Committee agreed to move in camera to discuss this matter due to pending litigation.

Following the in camera session, the Committee moved out of camera and approved the following recommendation:

That all-way stop control regulation be implemented at the intersection of Herkimer and Kent Streets and that the City Traffic By-law No. 89-72 be amended accordingly.

4. **OTHER BUSINESS**

(a) **Ice Storm Relief**

The Committee discussed the relief provided by the City for communities affected by the recent Ice Storms and subsequently approved the following recommendation

That City Council acknowledge the generous contribution made by Philip Services Inc. in providing all required transportation of the firewood the City of Hamilton was able to provide to the residents of Eastern Ontario and Quebec in the wake of the recent ice storms these areas experienced.

(b) **Ice storm Tree Replacement**

The Committee discussed the loss of trees by communities affected by the recent ice storms.

Subsequently, the Committee approved that the Commissioner of Public Works and Traffic be directed to report back on the proposal to supply replacement trees, in partnership with local tree nurseries to the communities in eastern Ontario and Quebec which were affected by the recent ice storms

(c) **Notice of Meeting**

The Committee was in receipt of a notice of meeting for the Transport and Environment Committee for 1998 February 16.

The Committee agreed that the item be received.

5. ADJOURNMENT

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 January 19

/mjw

2(BXiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 16
File No. TEC-029-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 70 Tragina Avenue South - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Tragina Avenue South commencing at a point 25 feet north of Central Avenue and extending to a point 29 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request that the existing "Permit Parking" regulation on the west side of the street in front of No. 70 Tragina Avenue South be removed. Staff has recently contacted Mr. Roy Middleton, owner of 70 Tragina Avenue South, and has been advised that he no longer requires the reserved "Permit Parking" space since he has installed a driveway. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the west side of the street which is presently controlled by an "Alternate Side Parking" regulation.

CVB/MBH/klk


AVENUE
SOUTH
AVENUE
BARONS
AVENUE
AVENUE
SOUTH
AVENUE
TRAGINA
AVENUE
ROAD
WEIR
STREET
SOUTH
WEIR
STREET
MONTEREY
AUBURN
AVENUE
CENTRAL
RODGERS
ROAD
MONTGOMERY
PARK
BERRY
AVENUE
AVENUE
BELL
AVENUE
COULTER
U/C
1600

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 16
File No. TEC-030-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 114 Burton Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Burton Street commencing at a point 199 feet east of Douglas Street and extending to a point 16 feet easterly therefrom, and that the City Traffic by-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Louis Amorim, 114 Burton Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

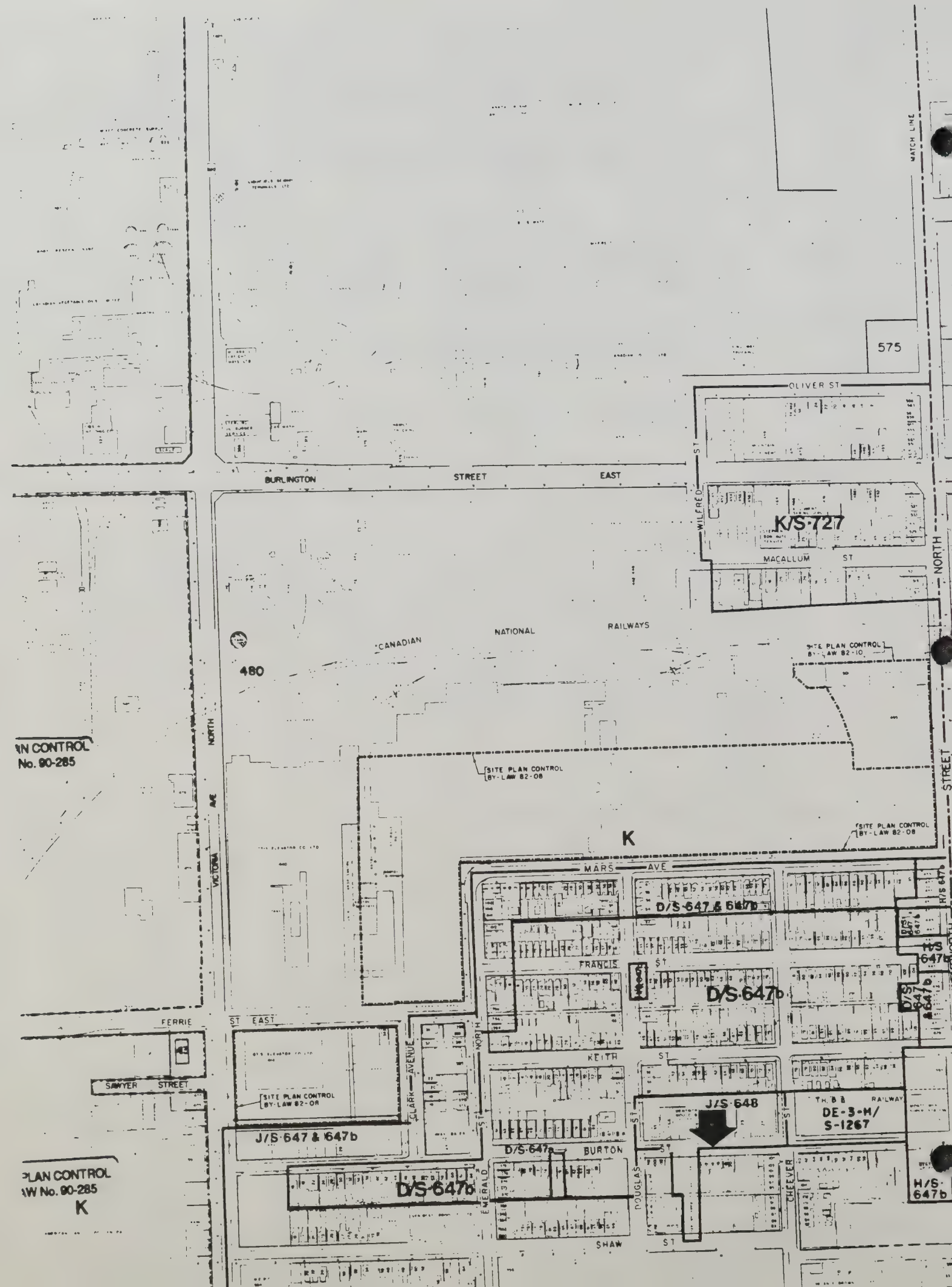
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Louis Amorim, 114 Burton Street, that a reserved "Permit Parking" regulation be implemented on the south side of the street in front of his home since he is disabled.

Burton has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the north side and a part-time parking prohibition to facilitate street cleaning on the south side of the street in this area. Staff has confirmed that Mr. Amorim meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
480
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
FERRIE ST EAST
SAWYER STREET
SITE PLAN CONTROL BY-LAW 82-08
CLARK AVENUE
KEITH ST
J/S-648
TH & B RAILWAY
DE-3-H/S-1267
J/S-647 & 647b
D/S-647a
BURTON ST
D/S-647b
EMERALD ST
DOUGLAS ST
CHEEVER ST
SHAW ST
H/S-647b
VICTORIA AVE NORTH
No. 90-285
K

CITY OF HAMILTON

- RECOMMENDATION -

2(BXiXc)

DATE: 1998 January 15
File No. TEC-028-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Murray Street East, east of James Street North
- Parking Regulations

RECOMMENDATION:

(a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Murray Street East commencing at a point 37 feet east of James Street North and extending to a point 46 feet easterly therefrom be removed; and,

(b) That the existing "Permit Parking" regulation on the south side of Murray Street East commencing at a point 83 feet east of James Street North and extending to a point 72 feet west of Hughson Street North be shortened such that the regulation commences at a point 128 feet east of James Street North and extends to a point 72 feet west of Hughson Street North; and,

(c) That three one-hour parking meters be installed on the south side of Murray Street East commencing at a point 37 feet east of James Street North and extending to a point 65 feet easterly therefrom; and,

(d) That the City Traffic By-law 89-72 be amended accordingly; and,

(e) That the maximum number of permits to be issued to residents of Murray Street East between James Street North and Hughson Street North be reduced from seven to six.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. The Hamilton Parking Authority has advised that sufficient funds are available to install the subject parking meters, the cost of which would be off-set to some degree by the revenue generated by the parking meters.

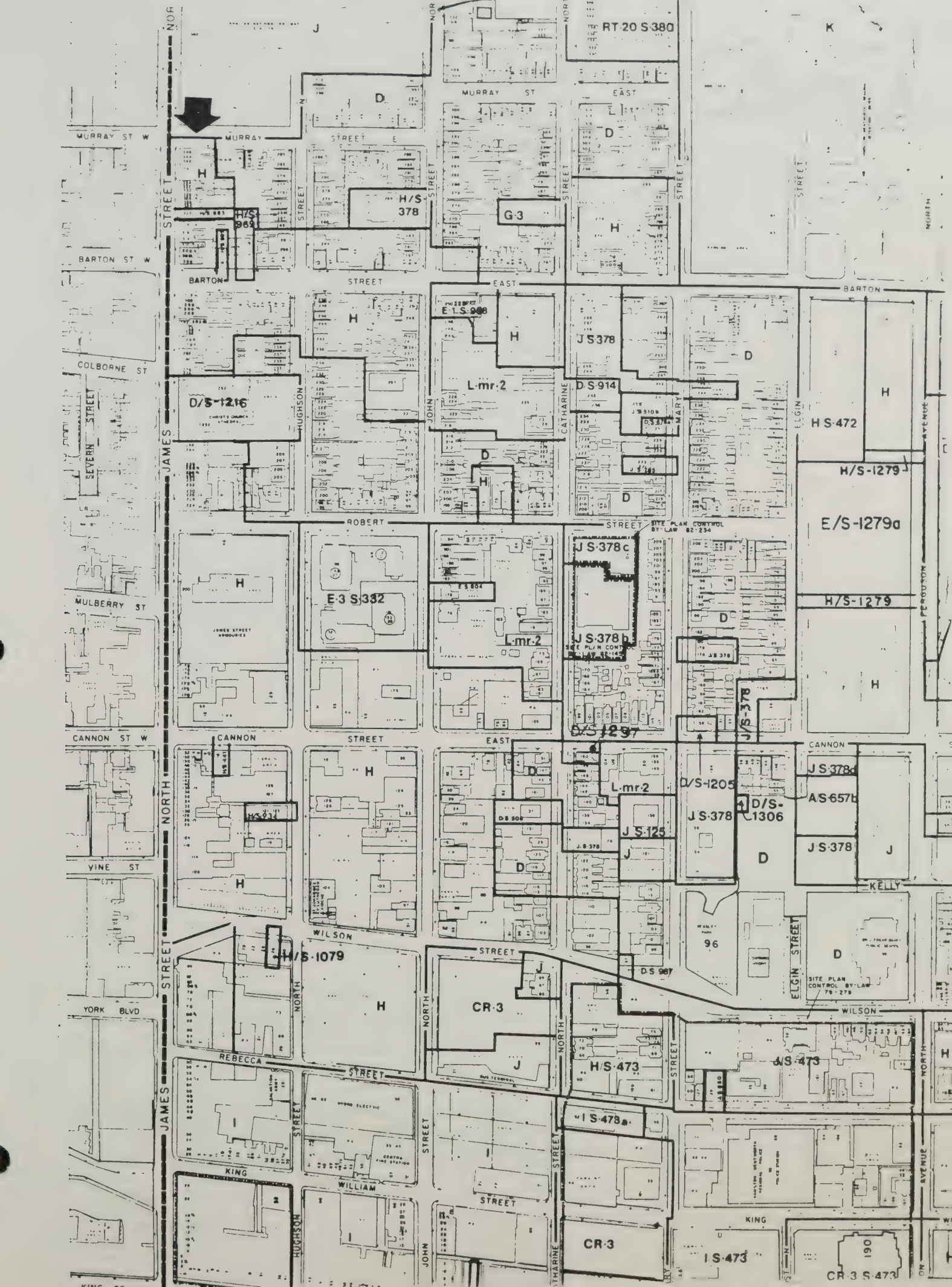
BACKGROUND:

Alderman Ron Corsini has advised of a request from the commercial businesses on James from Barton to Murray that on-street parking meters be installed on the south side of Murray, east of James.

Murray has a 30 foot pavement width, and presently, there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of the street, east of James, and a "Permit Parking" regulation immediately east of the time limit area. There is a "No Parking" regulation on the north side of the street in this block.

The land use on the south side of Murray, adjacent to the subject area, is commercial. Staff has determined that the time limit regulation could be replaced with two parking meters. An investigation has revealed that seven permits have been allocated for the residents abutting the "Permit Parking" regulation, however only five of the permits have been issued in the last year. Therefore, the "Permit Parking" regulation could be shortened to provide a third parking meter without affecting the demand for on-street parking by the residents of Murray. Therefore, staff concurs with the request.

CVB/MBH/klk


MURRAY ST W
BARTON ST W
COLBORNE ST
SEVERN STREET
CANNON ST W
MULBERRY ST
VINE ST
YORK BLVD
JAMES NORTH STREET
MURRAY STREET
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET
REBECCA STREET
KING WILLIAM STREET
HUGHSON STREET
JOHN STREET
CATHARINE STREET
MARY STREET
ELGIN STREET
KELLY AVENUE
RT-20 S-380
D/S-1216
E-1 S-908
L-mr-2
D S-914
J S-378
H S-472
H/S-1279
E/S-1279a
E-3 S-332
J S-378c
J S-378b
D/S-1297
D/S-1205
D/S-1306
A S-657b
J S-125
H/S-1079
CR-3
H/S-473
I S-478a
I S-473
CR-3 S-473
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 79-279

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(ii)(a)

DATE: 1998 January 15
File No. TEC-026-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of High Street, south of Fennell Avenue East
- Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the east side of High Street commencing at Fennell Avenue East and extending to a point 41 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

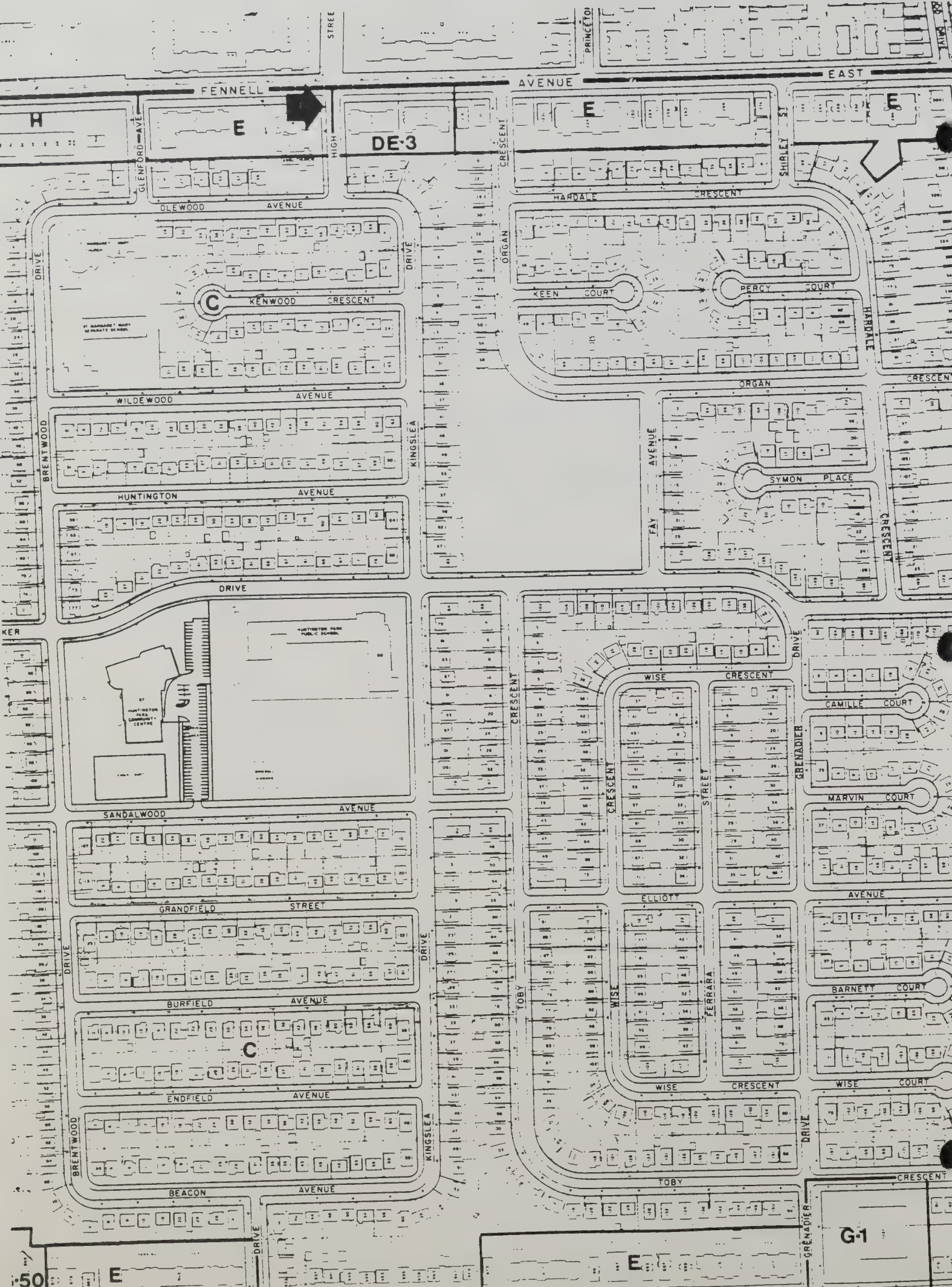
BACKGROUND:

Staff has received a request from Mr. Ken Nagy, 1200 Fennell Avenue East, that a "No Stopping" corner clearance be implemented on the east side of the High, south of Fennell.

High has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct turning movements to some degree, and therefore, staff concurs with the request.

The implementation of the requested regulation will result in a loss of one on-street parking space. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk


FENNELL AVENUE EAST
DE-3
GLENFORD AVE
HIGH
CRESCENT
SHIRLEY ST
HARDALE CRESCENT
KEEN COURT
PERCY COURT
ORGAN
DLEWOOD AVENUE
KENWOOD CRESCENT
WILDEWOOD AVENUE
HUNTINGTON AVENUE
BRENTWOOD
KINGSLEA
DRIVE
FAY AVENUE
SYMON PLACE
CRESCENT
WISE CRESCENT
CAMILLE COURT
GRENADIER
MARVIN COURT
SANDALWOOD AVENUE
GRANDFIELD STREET
ELLIOTT STREET
BARNETT COURT
BURFIELD AVENUE
ENDFIELD AVENUE
TOBY
FERRARA
BEACON AVENUE
WISE COURT
G-1
E
C
H

2(BXiiXb

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 15
File No. TEC-027-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Cottage Avenue and Orchard Hill
- Intersection Control

RECOMMENDATION:

That southbound traffic on Cottage Avenue be required to stop for eastbound and westbound traffic on Orchard Hill, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Pam Townsend, 12 Cottage Avenue, that stop control be implemented at the intersection of Cottage and Orchard Hill.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Cottage be required to stop for eastbound and westbound traffic on Orchard Hill.

CVB/MBH/klk


AVENUE
FLATT AVE
HYDE PARK AVE
GLENSIDE
AVENUE
SOUTH
STREET
MOUNT ROYAL AVE
AVENUE
ORCHARD
STREET
SOUTH
STREET
COTTAGE
AVENUE
C/S. 869
UNDERMOUNT AVE
FAIRMOUNT
AV
GLENE
C
C
DUNDURN
BEULAH
A
MILES
COURT
MOUNTAIN
83
AMELIA
HILLCREST
AVENUE
CHEDOKE PARK
A
A
HILLCREST
AVENUE
BROW
BECKETT
DRIVE
MOUNTAIN
MOUNTAIN

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-033-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Iona Avenue and Brodick Street/Yarmouth Court - Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Iona Avenue be required to stop for northbound and southbound traffic on Brodick Street/Yarmouth Court, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The subject intersection is a four-leg intersection, and presently, there are no intersection control signs. Iona is a dead-end street west of Brodick/Yarmouth. Records indicate that there have been no reported collisions at this intersection in the past seven years.

Department policy is to erect two-way stop control at all four-leg intersections of two-way streets. Therefore, staff recommends that eastbound and westbound traffic on Iona be required to stop for northbound and southbound traffic on Brodick/Yarmouth.

CVB/MBH/kg


A/S-395
C/S-1335
C/S-1335
C/S-1335
WHITNEY AVE
MERNA AVE
TOTTENHAM ROAD
ALEXANDER PARK
RIFLE RANGE ROAD
EWEN AVE
YARMOUTH COURT
IONA AVE
BROOCK ST
GRANTON ROAD
RIFLE RANGE ROAD
CLIFFORD ST
D
P.C.
e/s 1335
A/S-395
BUTTY PL
YATES CRES
LOWER HORNING RD
ROAD ALLOWANCE BETWEEN CONS 1 & 2
H.E.P.C.
EXPRESSWAY 403
HWY
CHEDOKE
ABANDONED
SCENIC DRIVE
SCENIC

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-031-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Republic Avenue and Robespierre Court
- Intersection Control

RECOMMENDATION:

That westbound traffic on Robespierre Court be required to stop for northbound and southbound traffic on Republic Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

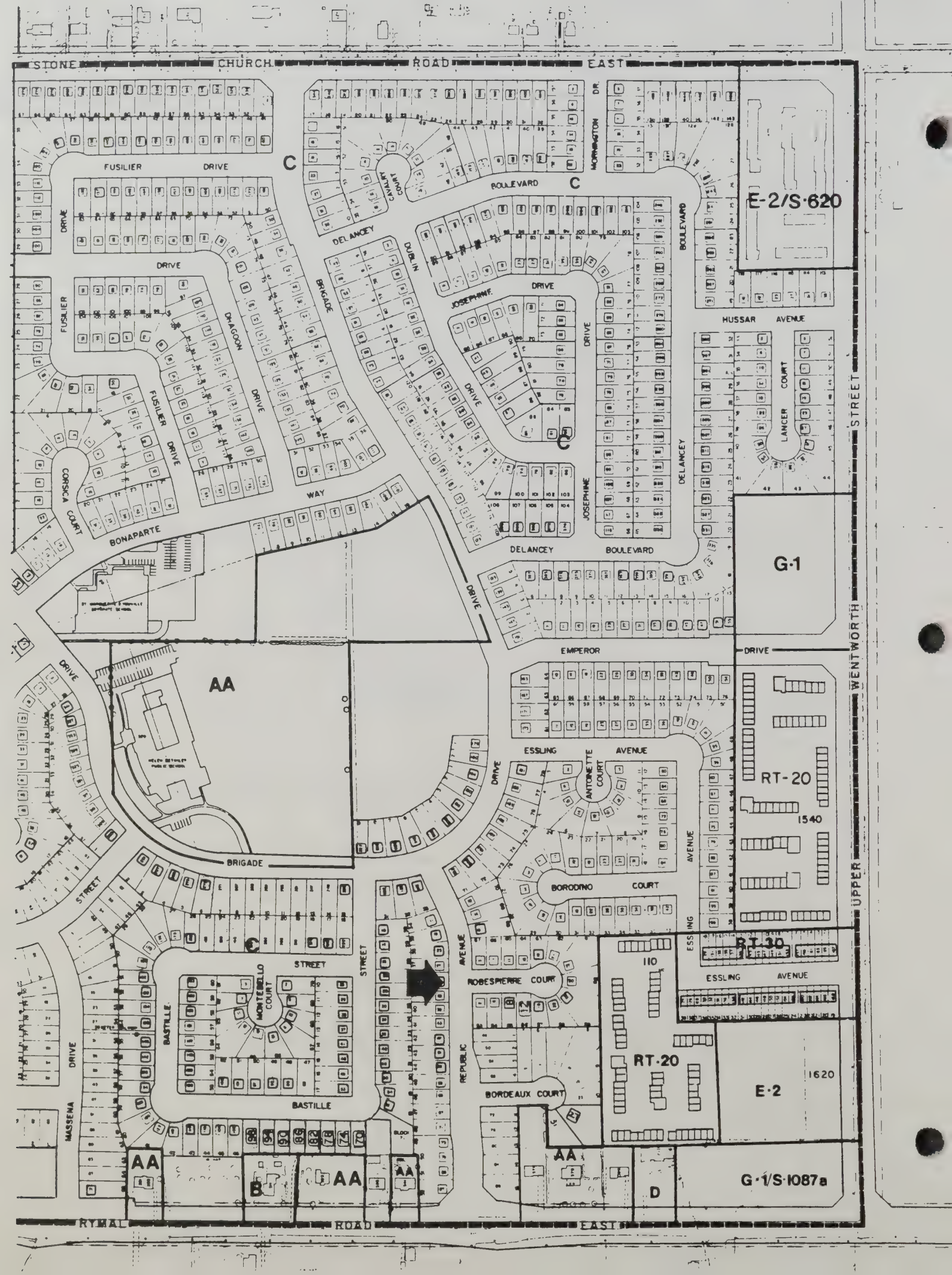
BACKGROUND:

Alderman Bill Kelly has advised of a request from an area resident that three-way stop control be implemented at the intersection of Republic and Robespierre.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection in at least the past seven years. This is an excellent collision record which could not be improved upon by the installation of all-way stop control.

Staff has concluded that all-way stop control is not warranted at this intersection at this time. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that westbound traffic on Robespierre be required to stop for northbound and southbound traffic on Republic.

CVB/MBH/klk


STONE CHURCH ROAD EAST
FUSILIER DRIVE
DRIVE
C
DELANCEY COURT
BOULEVARD
C
NORMINGTON DR.
E-2/S-620
DELANCEY
DUBLIN
DRIVE
JOSEPHINE
BOULEVARD
DRIVE
HUSSAR AVENUE
FUSILIER
DRAGOON
DRIVE
BRIGADE
DRIVE
C
LANCER COURT
FUSILIER DRIVE
CORSICA COURT
WAY
BONAPARTE
JOSEPHINE
DELANCEY BOULEVARD
G-1
DRIVE
EMPEROR
DRIVE
AA
ESSLING AVENUE
ANTOINETTE COURT
DRIVE
RT-20
1540
BRIGADE
STREET
BORODINO COURT
AVENUE
ESSLING
RT-30
STREET
STREET
MONTEBELLO COURT
AVENUE
ROBESPIERRE COURT
110
ESSLING AVENUE
BASTILLE
BASTILLE
REPUBLIC
RT-20
E-2
1620
MASSENA DRIVE
BORDEAUX COURT
AA
AA
B
AA
AA
AA
D
G-1/S-1087a
RYMAL ROAD EAST
UPPER WENTWORTH STREET

2BXiii Ka

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-037-98 / Author: B. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Paint during 1998, Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to IBIS Products Limited, Scarborough, Ontario, for the supply and delivery of traffic paint as and when required during 1998 by the Public Works and Traffic Department, being the lowest of two bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $225,000. be financed through the Pavement Markings Account No. CH-56153 75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1998.

BACKGROUND:

This tender was advertised and two suppliers submitted bids. The recommended supplier submitted the lowest bid on the items being recommended.

BJM/kg
Attach.

Ref: C18-597

Closed: January 7/98

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF TRAFFIC PAINT AS AND WHEN REQUIRED DURING 1998

BIDDERS					IBIS PRODUCTS			NIAGARA PAINT		
TRAFFIC PART NUMBER	COLOUR	SIZE LITRES	APPLIC. TEMP.	APPROX. QTY. (LITRES)	SOLVENT BASED PAINT ($/L)	WATER-BORNE PAINT ($/L)	VENDOR PART #	SOLVENT BASED PAINT ($/L)	WATER-BORNE PAINT ($/L)	VENDOR PART #
4215	White	205	Hot Or Cold	20,000	1.67	N/A	40-4600	1.72	N/A	106622
4227	Yellow	205	Hot Or Cold	50,000	1.67	N/A	40-4601	1.72	N/A	106625
4209	White	20	Cold	15,000	1.77	1.84	40-4600 44-4247	1.78	2.25	106622
4220	Yellow	20	Cold	1,000	1.77	1.84	40-4601 44-4339	1.78	2.25	106625
4196	Black	20	Cold	480L	1.85	1.95	40-4522 44-4523	2.35	2.35	
96721	Thinner (Toluol/ Equal)	205	N/A	8,200	0.85	N/A	49-9240	1.02	N/A	5/0521
4223	Yellow Alkyd Paint (WB52426)			200L				2.95		52426
4211	White Latex Paint (WK105579/13)			200L					2.25	105579
Product Name for Thinner for Solvent Based Paint					Toluol			Toluene		
Maximum Delivery time					2 Weeks			1-2		
Deposit Charge, if any, per 205 litre drum					30.00 (Refundable)			35.00		

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-036-98 / Author: M.L.S. Tam

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Sign Blanks

RECOMMENDATION:

That a purchase order be issued to Canadian Roadway Products, North York, Ontario, for the supply and delivery of sign blanks as and when required during 1998 by the Traffic Division, being one of the lowest of five bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $90,000. be financed through the Traffic Signs Materials Account No. CH-56152-75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1998. The estimated expenditure during 1998 is $90,000. with Canadian Roadway Products.

BACKGROUND:

The tender for the supply and delivery of sign blanks in 1998 was advertised and bidders were invited to submit quotes. It is recommended that purchase orders be issued to the bidders offering material matching the specification acceptable to the City, for the items on which they are low bidders. Canadian Roadway Products would supply sign blanks in an amount excess of $57,000; therefore, Council approval is requested. Attached is a summary of the form of tender from each supplier, with items for which they are low bidder highlighted.

MLST/
Attach.

			Cdn. Roadway Products		Summum Sign Inc.		Traffic Sign Depot		Owl-Lite Rentals & Sales		Protectolite Inc.	
TRAFFIC PART #	DESCRIPTION	EST QTY	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
PART "A" - UNPAINTED BLANKS												
6056	(M1200) 1200 x 1200 x .125"	50	63.65	3,182.50	75.25	3,762.50	59.80	2,990.00	72.89	3,644.50	57.01	2,850 50
5807	(M1250) 125 x 125 x .064"	10	1.15	11.50	1.30	13.00	.99	9.90	.49	4.90	1.94	19.40
5885	(M1500) 300 x 150 x .081"	100	2.33	203.00	2.10	210.00	1.92	192 00	2.42	242.00	2.45	245.00
5802	(M1501) 200 x 150 x .064" CURVED	10	2.14	21.40	1.70	17.00	1.90	19.00	5.80	58.00	2.74	27.40
5822	(M2001) 600 x 200 x .081"	50	4.32	216 00	4 80	240.00	3 89	194.50	4.57	228.50	5.90	295.00
5803	(M2500) 250 x 250 x .064"	10	2.18	21.80	2.25	22.50	2.27	22 70	2.90	29.00	3.62	36.20
5830	(M3001) 450 x 300 x .064"	10	13.90	139.00	4.25	42.50	3.72	37.20	4.10	41.00	5.74	57.40
5834	(M3002) 550 X 300 X .064"	1	4.95	4.95	5.00	5.00	4.32	4.32	5.28	5.28	7.12	7 12
5840	(M3003) 600 X 300 X .064"	1	4.95	4.95	5.35	5.35	4.62	4.62	5.28	5.28	7.81	7.81
5846	(M3004) 750 X 300 X .081"	1	7.31	7.31	8.35	8.35	6.75	6.75	8.09	8.09	9.49	9 49
5864	(M3005) 900 X 300 X .081"	500	8.61	4,305.00	10.05	5,025.00	8.90	4,450.00	9.70	4,850 00	16 26	8,130 00
5876	(M3007) 1050 X 300 X .081"	10	11.01	110.10	11.90	119.00	9 05	90.50	12.08	120.80	17.74	177 40
5900	(M4500) 450 X 450 X .064" FLOWER-POT	50	5.47	273.50	6.20	310 00	6.07	303.50	5.54	277.00	8.36	418.00
5894	(M4501) 450 x 450 x .081"	100	6.37	637.00	8.10	810.00	7.98	798.00	7.85	785 00	8.36	836.00
5906	(M4502) 600 x 450 x .081"	100	8.50	850.00	10.30	1,030.00	8 90	890.00	9.60	960.00	10.98	1,098.00
5912	(M4503) 750 x 450 x .081"	25	10.30	257.50	12.35	308.75	9.63	240.75	12.34	308 50	13 40	335 00
5918	(M4504) 900 x 450 x .081"	250	12.73	3,182.50	14.60	3,650.00	12.35	3,087.50	14.13	3,532.50	15.95	3,987.50
5920	(4505) 2450 x 450 x .125"	1	87.51	87.51	58.00	58.00	46.60	46.60	54.65	54.65	56.28	56 28
5921	(M4506) 3050 x 450 x .125"	1	59.67	59 67	85.00	85.00	66.24	66.24	90 31	90.31	74.08	74.08

			Cdn. Roadway Products		Summum Sign Inc.		Traffic Sign Depot		Owl-Lite Rentals & Sales		Protectolite Inc.	
TRAFFIC PART #	DESCRIPTION	EST QTY	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
5922	(M4507) 3650 x 450 x .125"	1	71.60	71.60	101.00	101.00	68.90	68.90	103.97	103.97	86.60	86.60
5923	(M4508) 1850 X 450 X .125"	1	35.80	35.80	44.00	44.00	35 95	35.95	40.99	40 99	43 76	43 76
5904	(M4509) 450 x 450 x .081" STOP	10	6.78	67.80	7.80	78.00	7.98	79.80	7.61	76.10	8.42	84 20
5894	(M4512) 450 x 450 x .081"	10	6.89	68.90	7.90	79.00	7.98	79.80	8.14	81.40	8.95	89.50
5948	(M6000) 600 x 600 x .081" STOP	500	11.31	5,505.00	12.90	6,450.00	11.25	5,625.00	12.62	6,310.00	14.07	7,035.00
5949	(M6001) 600 x 750 x .081" STOP/TAB	250	14.76	3,690.00	19.20	4,800.00	NO BID	0.00	33.06	8,265.00	23.50	5,875.00
5942	(M6004) 600 x 600 x .081"	500	11.01	5,505.00	13.00	6,500.00	11.25	5,625.00	12.62	6,310.00	13.94	6,970.00
5954	(M6005) 750 x 600 x .081"	500	13.77	6,885.00	17.00	8,500.00	14.50	7,250.00	15.65	7,825.00	17.04	8,520.00
5960	(M6006) 900 x 600 x .081"	300	16.28	4,884.00	19.20	5,760.00	16.80	5,040.00	18.67	5,601.00	20.33	6,099.00
5966	(M6007) 1050 x 600 x .081"	100	18.56	1,856.00	22.50	2,250.00	19.90	1,990.00	21.59	2,159.00	23.69	2,369.00
5972	(M6008) 1200 X 600 X .081"	10	21.30	213.00	25.50	255.00	20.40	204.00	25.73	257.30	27.11	271.10
5978	(M6009) 1500 x 600 x .081"	10	26.57	265.70	31.70	317.00	25.84	258 40	32.03	320.30	33.90	339.00
6002	(M6010) 600 x 600 x .081" YIELD	1	11.01	11.01	10.90	10.90	5.95	5.95	7.25	7.25	17.90	17.90
5996	(M7500) 750 x 750 x .081" STOP	300	16.91	5,073.00	20 65	6,195.00	18.38	5,514.00	19.69	5,907.00	21.20	6,360.00
5997	(M7501) 900 x 750 x .081" STOP/TAB	300	19.41	5,823.00	26.85	8,055.00	NO BID	0.00	40.99	12,297.00	24.97	7,491.00
6002	(M7502) 750 x 750 x .081" YIELD	10	16.91	169.10	17.00	170.00	9.99	99.90	10.59	105.90	21.27	212.70
5990	(M7503) 750 DIAM X .081" ROUND	1	18.95	18.95	27.00	27.00	19.38	19.38	40.95	40.95	24.57	24.57
6050	(M7504) 1200 x 1200 x .102" SQUEEZE	1	54.04	54.04	60.00	60.00	49.60	49.60	56.78	56.78	69.29	69.29

			Cdn. Roadway Products		Summum Sign Inc.		Traffic Sign Depot		Owl-Lite Rentals & Sales		Protectolite Inc.	
TRAFFIC PART #	DESCRIPTION	EST QTY	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
6008	(M7505) 750 x 750 x .081"	200	16.91	3,382.00	20.70	4,140.00	17.38	3,476.00	19.95	3,990.00	21.60	4,320.00
6014	(M7506) 900 x 750 x .102"	1	26.11	26.11	29.00	29.00	26.34	26.34	28.73	28.73	57.80	57.80
6020	(M9000) 900 x 900 x .081" STOP	100	24.06	2,406.00	29.15	2,915.00	25.70	2,570.00	27.74	2,774.00	29.62	2,962.00
6021	(M9001) 1050 x 900 x .081" STOP/TAB	1	56.50	56.50	38.00	38.00	NO BID	0.00	53.25	53.25	42.31	42.31
5993	(M9003) 900 DIAM x .081" ROUND	1	27.12	27.12	42.00	42.00	25.92	25.92	52.82	52.82	34.04	34.04
6026	(M9004) 900 x 900 x .102"	50	30.80	1,540.00	36.45	1,822.50	28.67	1,433.50	34.43	1,721.50	33.70	1,685.00
6038	(M9005) 1200 X 900 X .125"	10	47.74	477.40	58.30	583.00	47.60	476.00	55.75	557.50	44.24	442.40
5987	(M9006) 1500 x 900 x .125"	10	59.67	596.70	71.95	719.50	59.25	592.50	65.21	652.10	54.78	547.80
6060	(M9007) 2400 x 1200 x .125"	50	127.30	6,365.00	152.60	7,630.00	124.60	6,230.00	145.73	7,286.50	113.20	5,660.00
5870	(M9500) 950 X 300 X .125" SLITTED	10	18.01	180.10	17.10	171.00	15.24	152.40	17.01	170.10	13.24	132.40
5924	(M9501) 950 x 450 x .125" SLITTED	10	25.21	252.10	25.40	254.00	21.86	218.60	24.42	244.20	18.85	188.50
5986	(M9701) 939 x 374 x .125" BIA TOP	10	58.58	585.80	32.30	323.00	27.68	276.80	48.73	487.30	18.96	189.60
5985	(M9702) 900 x 424 x .125" BIA END	10	55.55	555.50	32.30	323.00	29.88	298.80	50.01	500.10	20.01	200.10
6035	(M2501) 1050 x 250 x .081"	10	11.01	110.10	9.75	97.50	9.79	97.90	12.25	122.50	11.46	114.60
6065	(M9703) 3600 x 1500 x .125"	2	238.69	477.38	375.00	750.00	NO BID	0.00	366.00	732.00	257.07	514.14
5925	(M9008) 1800 X 900 X .081"	10	52.29	522.90	56.35	563.50	49.40	494.00	58.50	585.00	59.06	590.60
5998	(M7508) 1200 X 750 X .081"	20	30.56	611.20	32.65	653.00	27.42	548.40	32.40	648.00	33.96	679.20
6038	(M7507) 1050 x 750 x .081"	20	27.18	543.60	28.90	578.00	26.93	538.60	28.44	568.80	30.66	613.20

			Cdn. Roadway Products		Summum Sign Inc.		Traffic Sign Depot		Owl-Lite Rentals & Sales		Protectolite Inc.	
TRAFFIC PART #	DESCRIPTION	EST QTY	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
PART "B" - PAINTED/SHEETED BLANKS												
6107	(M2000) 200 x 300 x .064"	10	2.33	23.30	2.45	24.50	2.74	27.40	2.63	26.30	3.53	35.30
6115	(M3000) 300 x 300 x .064"	1800	2.86	5,148.00	3.35	6,030.00	3.93	7,074.00	3.60	6,480.00	4.13	7,434.00
6109	(M3001) 450 x 300 x .064"	1000	3.93	3,930.00	4.75	4,750.00	4.99	4,990.00	5.40	5,400.00	5.74	5,740.00
6128	(M3002) 550 x 300 x .064"	300	5.00	1,500.00	5.80	1,740.00	4.90	1,470.00	7.52	2,256.00	6.73	2,019.00
6134	(M3003) 600 x 300 x .064"	100	5.00	500.00	6.10	610.00	5.26	526.00	7.52	752.00	7.81	781.00
6140	(M3004) 750 x 300 x .081"	150	8.03	1,204.50	9.30	1,395.00	8.36	1,254.00	11.37	1,705.50	9.49	1,423.50
6146	(M3005) 900 x 300 x .081"	1	9.99	9.99	12.00	12.00	10.99	10.99	13.65	13.65	16.26	16.26
6150	(M3007) 1050 x 300 x .081"	1	12.47	12.47	14.00	14.00	12.46	12.46	15.93	15.93	17.74	17.74
6152	(M4512) 450 x 450 x .081"	10	7.66	76.60	7.10	71.00	7.94	79.40	10.24	102.40	8.95	89.50
6158	(M4502) 600 x 450 x .081"	150	10.24	1,536.00	11.50	1,725.00	9.69	1,453.50	13.65	2,047.50	10.98	1,647.00
6160	(M4503) 750 x 450 x .081"	50	11.73	586.50	13.85	692.50	12.94	647.00	17.06	853.00	13.40	670.00
6166	(M6004) 600 x 600 x .081"	10	12.47	124.70	14.60	146.00	12.93	129.30	18.20	182.00	13.94	139.40
6182	(M6005) 750 x 600 x .081"	10	15.61	156.10	17.00	170.00	21.52	215.20	22.75	227.50	17.04	170.40
6188	(M6006) 900 x 600 x .081"	50	18.48	924.00	21.60	1,080.00	24.29	1,214.50	27.30	1,365.00	20.33	1,016.50
6194	(M7505) 750 x 750 x .081"	50	19.30	965.00	23.15	1,157.50	24.94	1,247.00	28.44	1,422.00	21.60	1,080.00
6200	(M7506) 900 x 750 x .102"	1	24.82	24.82	32.00	32.00	31.92	31.92	40.35	40.35	57.80	57.80
6190	(M9004) 900 X 900 X .102"	1	29.08	29.08	40.00	40.00	45.42	45.42	47.12	47.12	33.70	33.70
6203	(M9005) 1200 X 900 X .125"	15	38.12	571.80	63.00	945.00	59.05	885.75	75.24	1,128.60	44.24	663.60
6164	(M6003) 600 X 600 X .081" PENTAGON	100	12.47	1,247.00	21.50	2,150.00	16.89	1,689.00	18.20	1,820.00	13.87	1,387.00
6197	(M8000) 800 x 800 x .081" PENTAGON	1	26.96	26.96	27.00	27.00	24.22	24.22	31.60	31.60	31.08	31.08

			Cdn. Roadway Products		Summum Sign Inc.		Traffic Sign Depot		Owl-Lite Rentals & Sales		Protectolite Inc.	
TRAFFIC PART #	DESCRIPTION	EST QTY	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
PART "C" - STREET NAME BLANKS												
5796	150 x 3650	100	30 13	3,013 00	34 70	3,470 00	31.04	3,104 00	30 56	3,056 00	NO BID	0 00
6093	150 x 450	200	4.63	926 00	4.80	960.00	5.35	1,070 00	4.55	910 00	NO BID	0.00
6094	150 x 600	200	5.88	1,176 00	6.15	1,230.00	6.99	1,398.00	6 06	1,212 00	NO BID	0.00
6095	150 x 750	200	7.30	1,460.00	7.60	1,520.00	8.59	1,718 00	7.58	1,516 00	NO BID	0 00
6096	150 x 900	200	8.30	1,660 00	9.00	1,800.00	12 79	2,558.00	9 09	1,818.00	NO BID	0.00
6101	150 x 900 BUS ROUTE MARKER	300	10 36	3,108.00	9.60	2,880.00	12.79	3,837.00	9.47	2,841 00	NO BID	0.00
5804	200 x 3650	150	42.73	6,409.50	44.85	6,727.50	43 93	6,589.50	40.20	6,030.00	NO BID	0 00
PART "D" - PARK SIGN BLANKS												
6305	21" x 42" x .081"	30	24 24	727.20	23.80	714.00	23 55	706 50	31 85	955.50	21.61	648.30
6306	10 5" x 48" x .064"	30	9.54	286.20	12.65	379.50	15.44	463.20	15 68	470 40	13 39	401 70
6307	27" x 48" x .064"	30	22.90	687.00	31.05	931.50	27.94	838 20	39.22	1,176.60	30.94	928 20
6308	27 25"x28 5"x 064" RADIUS 14.25"	30	19.28	578 40	19.55	586.50	22 46	673.80	48.88	1,466.40	18.78	563 40
6307	55.5"x27.5"x 064" RADIUS 27.5"	30	22 90	687.00	37.95	1,138.50	36.54	1,096.20	73.38	2,201 40	35.63	1,068 90
				111,802.72		**132,154.85**		**109,934.98**		**129,457.40**		**117,662.17**
MAXIMUM DELIVERY LEAD TIME			3 WEEKS		10 WORKING DAYS		20 WORKING DAYS		10 WORKING DAYS		2 WKS FROM STOCK OR 4 WKS FROM ORDER	

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-035-98 / Author: M.L.S. Tam

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Sign Sheeting during 1998, Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to 3 M Canada Inc., London, Ontario, for the supply and delivery of sign sheeting as and when required during 1998 by the Public Works and Traffic Department, as per attached prices, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56154 75999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1998.

BACKGROUND:

The estimated expenditure during 1998 is $450,000. This tender was advertised and the recommended supplier submitted the only bid. Attached is a copy of the form of tender showing bid prices received.

MLST/
Attach.

Ref: C18-997

Closes: Wednesday, January 7, 199:

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF REFLECTIVE SHEETING

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to the supply and delivery of Reflective Sheeting in accordance with specifications issued by the Purchasing Division, December 5, 1997 at the following prices:

We acknowledge that we have received addenda numbered ___ to ___ inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICE EXCLUSIVE OF ALL TAXES

PART A - REFLECTIVE SHEETING
SECTION i - 3M "SCOTCHLITE - ENGINEERING GRADE" REFLECTIVE SHEETING

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• White		Pressure Sensitive 3M # 3290			
5770	6 Rolls	6" x 150 ft.	$ 0.8625	$ 776.25	3290
5771	50 Rolls	12" x 150 ft.	$ 1.15	$ 8625.00	3290
5772	25 Rolls	18" x 150 ft.	$ 1.725	$ 6468.75	3290
5773	50 Rolls	24" x 150 ft.	$ 2.30	$ 17250.00	3290
5774	25 Rolls	30" x 150 ft.	$ 2.875	$ 10781.25	3290
5775	15 Rolls	36" x 150 ft.	$ 3.45	$ 7762.50	3290

Continued....

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• White		Heat Activated 3M # 2290			
5537	1 Roll	3/8" x 150 ft.	$ 0.0359	$ 5.39	2290
5534	5 Rolls	½" x 150 ft.	$ 0.0479	$ 35.94	
5538	6 Rolls	5/8" x 150 ft.	$ 0.0598	$ 53.89	
5540	4 Rolls	1" x 150 ft.	$ 0.0958	$ 57.50	
5769	2 Rolls	2" x 150 ft.	$ 0.1916	$ 57.50	
5594	20 Rolls	6" x 150 ft.	$ 0.575	$ 1725.00	
5600	3 Rolls	8" x 150 ft. *	$ 0.766	$ 345.00	
5606	8 Rolls	12" x 150 ft.	$ 1.15	$ 1380.00	
5618	3 Rolls	18" x 150 ft.	$ 1.725	$ 776.25	
5570	25 Rolls	24" x 150 ft.	$ 2.30	$ 8625.00	
5582	20 Rolls	30" x 150 ft.	$ 2.875	$ 8625.00	
5588	10 Rolls	36" x 150 ft.	$ 3.45	$ 5175.00	2290
• Yellow		Pressure Sensitive 3M # 3271			
5784	6 Rolls	6" x 150 ft.	$ 0.575	$ 517.50	3271
5785	6 Rolls	12" x 150 ft.	$ 1.15	$ 1035.00	
5786	6 Rolls	18" x 150 ft.	$ 1.725	$ 1552.50	
5787	6 Rolls	24" x 150 ft.	$ 2.30	$ 2070.00	
5788	3 Rolls	30" x 150 ft.	$ 2.875	$ 1293.75	
5789	3 Rolls	36" x 150 ft.	$ 3.45	$ 1552.50	3271
• Yellow		Heat Activated 3M # 2271			
5659	3 Rolls	18" x 150 ft.	$ 1.725	$ 776.25	2271
5660	4 Rolls	24" x 150 ft.	$ 2.30	$ 1380.00	2271
5666	2 Rolls	30" x 150 ft.	$ 2.875	$ 862.50	2271

Continued....

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Green		Pressure Sensitive 3M # 3277			
5777	6 Rolls	6" x 150 ft.	$ 0.575	$ 517.50	3277
5778	6 Rolls	12" x 150 ft.	$ 1.15	$ 1035.00	
5779	6 Rolls	18" x 150 ft.	$ 1.725	$ 1552.50	
5780	6 Rolls	24" x 150 ft.	$ 2.30	$ 2070.00	
5781	3 Rolls	30" x 150 ft.	$ 2.875	$ 1293.75	
5782	3 Rolls	36" x 150 ft.	$ 3.45	$ 1552.50	3277
• Green		Heat Activated 3M # 2277			
5480	24 Rolls	6" x 150 ft.	$ 0.575	$ 2070.00	2277
5486	12 Rolls	8" x 150 ft.	$ 0.766	$ 1378.80	
5450	2 Rolls	12" x 150 ft.	$ 1.15	$ 345.00	
5488	3 Rolls	18" x 150 ft.	$ 1.725	$ 776.25	
5462	3 Rolls	24" x 150 ft.	$ 2.30	$ 1035.00	
5468	2 Rolls	30" x 150 ft.	$ 2.875	$ 862.50	
5474	2 Rolls	36" x 150 ft.	$ 3.45	$ 1035.00	2277
• Blue		Pressure Sensitive 3M # 3275			
5430	5 Rolls	1" x 150 ft.	$ 0.0958	$ 71.87	3275
5437	5 Rolls	24" x 150 ft.	$ 2.30	$ 1725.00	3275
• Blue		Heat Activated 3M # 2275			
5438	1 Roll	24" x 150 ft.	$ 2.30	$ 345.00	2275
5439	1 Roll	30" x 150 ft.	$ 2.875	$ 431.25	2275

Continued...

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
•Red		Pressure Sensitive 3M # 3272			
5521	1 Roll	2" x 150 ft.	$ 0.1916	$ 28.75	3272
5524	3 Rolls	24" x 150 ft.	$ 2.30	$ 1035.00	3272
• Red		Heat Activated 3M # 2272			
5525	1 Roll	4" x 150 ft.	$ 0.3833	$ 57.50	2272
5522	4 Rolls	24" x 150 ft.	$ 2.30	$ 1380.00	2272
•Brown		Heat Activated 3M # 2279			
5441	3 Rolls	24" x 150 ft.	$ 2.30	$ 1035.00	2279
5444	1 Roll	30" x 150 ft.	$ 2.875	$ 431.25	2279

PART A - REFLECTIVE SHEETING
SECTION ii - 3M "SCOTCHLITE - ENGINEERING GRADE - WORKZONE" REFLECTIVE SHEETIN

• Orange		Pressure Sensitive 3M # 1484			
5520	40 Rolls	6" x 150 ft.	$ 0.575	$ 3450.00	1484
5519	2 Rolls	8" x 150 ft.	$ 0.766	$ 229.80	1484
5503	5 Rolls	24" x 150 ft.	$ 2.30	$ 1725.00	1484
• Orange		Heat Activated 3M # 1284			
5500	1 Roll	6" x 150 ft.	$ 0.575	$ 86.25	1284
5504	2 Rolls	24" x 150 ft.	$ 2.30	$ 690.00	
5510	1 Roll	30" x 150 ft.	$ 2.875	$ 431.25	
5516	3 Rolls	36" x 150 ft.	$ 3.45	$ 1552.50	1284

Continued..

PART A - REFLECTIVE SHEETING
SECTION iii - 3M "SCOTCHLITE - HIGH INTENSITY GRADE" REFLECTIVE SHEETING

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Silver		Pressure Sensitive 3M # ~~3860~~ 3870			
5631	50 Rolls	12" x 150 ft.	$ 5.00	$ 37,500.00	3870
5621	40 Rolls	24" x 150 ft.	$ 10.00	$ 60,000.00	
5622	35 Rolls	30" x 150 ft.	$ 12.50	$ 65,625.00	
5625	10 Rolls	36" x 150 ft.	$ 15.00	$ 22,500.00	3870
• Silver		Heat Activated 3M # 2870			
5627	4 Rolls	1" x 150 ft.	$ 0.4166	$ 250.00	2870
5624	2 Rolls	2" x 150 ft.	$ 0.833	$ 250.00	
5630	50 Rolls	12" x 150 ft.	$ 5.00	$ 37,500.00	
5642	40 Rolls	24" x 150 ft.	$ 10.00	$ 60,000.00	
5644	35 Rolls	30" x 150 ft.	$ 12.50	$ 65,625.00	
5643	10 Rolls	36" x 150 ft.	$ 15.00	$ 22,500.00	2870
• Yellow		Pressure Sensitive 3M # 3871			
5662	4 Rolls	12" x 150 ft.	$ 5.00	$ 3000.00	3871
5658	4 Rolls	18" x 150 ft.	$ 7.50	$ 4500.00	3871
5664	4 Rolls	24" x 150 ft.	$ 10.00	$ 6000.00	3871
• Yellow		Heat Activated 3M # 2871			
5661	4 Rolls	12" x 150 ft.	$ 5.00	$ 3000.00	2871
5657	4 Rolls	18" x 150 ft.	$ 7.50	$ 4500.00	
5665	4 Rolls	24" x 150 ft.	$ 10.00	$ 6000.00	
5673	2 Rolls	36" x 150 ft.	$ 15.00	$ 4500.00	2871

Continued....

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Red		Pressure Sensitive 3M # 3872			
5700	3 Rolls	24" x 150 ft.	$ 10.00	$ 4500.00	387
5701	1 Roll	36" x 150 ft.	$ 15.00	$ 2250.00	387

PART A - REFLECTIVE SHEETING
SECTION iv - 3M "SCOTCHLITE - HIGH INTENSITY GRADE - WORKZONE" REFLECTIVE SHEETI

• Silver		Cone Sheeting - Plasticizer Resistant Pressure Sensitive 3M # 3840			
5546	10 Rolls	2" x 150 ft.	$ 0.6412	$ 961.88	384
• Orange		Pressure Sensitive 3M # 3824			
5720	2 Rolls	12" x 150 ft.	$ 5.00	$ 1500.00	382
5721	2 Rolls	18" x 150 ft.	$ 7.50	$ 2250.00	
5722	2 Rolls	24" x 150 ft.	$ 10.00	$ 3000.00	
5723	2 Rolls	30" x 150 ft.	$ 12.50	$ 3750.00	
5724	2 Rolls	36" x 150 ft.	$ 15.00	$ 4500.00	3824
• Orange		Heat Activated 3M # 2824			
5710	2 Rolls	12" x 150 ft.	$ 5.00	$ 1500.00	2824
5711	2 Rolls	18" x 150 ft.	$ 7.50	$ 2250.00	
5712	2 Rolls	24" x 150 ft.	$ 10.00	$ 3000.00	
5713	2 Rolls	30" x 150 ft.	$ 12.50	$ 3750.00	
5714	2 Rolls	36" x 150 ft.	$ 15.00	$ 4500.00	2824

Continued

PART A - REFLECTIVE SHEETING
SECTION v - 3M "SCOTCHLITE - ENCLOSED LENS - VEHICLE MARKINGS" REFLECTIVE SHEETIN(

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Yellow		Flexible, Pressure Sensitive 3M # 580-71			
5648	1 Roll	12" x 150 ft.	$ 3.78	$ 567.00	580-71

PART B - NON-REFLECTIVE SHEETING
SECTION i - 3M "SCOTCHCAL PLUS" NON-REFLECTIVE MARKING FILMS

• White		Pressure Sensitive 3M # ~~3290~~ 3650-10			
5383	2 Rolls	6" x 150 ft.	$ 0.4087	$ 122.63	3650-10
5384	6 Rolls	12" x 150 ft.	$ 0.8175	$ 735.75	
5385	6 Rolls	18" x 150 ft.	$ 1.226	$ 1103.63	
5386	2 Rolls	24" x 150 ft.	$ 1.635	$ 490.50	
5387	2 Rolls	30" x 150 ft.	$ 2.0437	$ 613.11	
5388	2 Rolls	36" x 150 ft.	$ 2.4525	$ 735.75	3650-10
• White		Heat Activated 3M # 650			
5390	1 Roll	12" x 150 ft.	$ 2.175	356.25	650
5402	1 Roll	24" x 150 ft.	$ 4.35	652.50	650
• Black		Pressure Sensitive 3M # 3650-12			
5296	10 Rolls	5/8" x 150 ft.	$ 0.0425	$ 63.87	3650-12
5300	2 Rolls	2" x 150 ft.	$ 0.1362	$ 40.86	
5310	2 Rolls	4" x 150 ft.	$ 0.2725	$ 81.75	
5318	2 Rolls	5" x 150 ft.	$ 0.3406	$ 102.18	
5306	2 Rolls	6" x 150 ft.	$ 0.4087	$ 122.61	
5790	25 Rolls	12" x 150 ft.	$ 0.8175	$ 3065.63	
5791	20 Rolls	18" x 150 ft.	$ 1.226	$ 3678.00	
5792	6 Rolls	24" x 150 ft.	$ 1.635	$ 1471.50	
5357	1 Roll	36" x 150 ft.	$ 2.4525	$ 367.88	3650-12

Continued...

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Black		Heat Activated 3M # 655			
5276	10 Rolls	5/8" x 150 ft.	$ 0.0566	$ 84.90	655
5282	1 Roll	½" x 150 ft.	$ 0.0906	$ 13.59	
5288	12 Rolls	1" x 150 ft.	$ 0.1812	$ 326.16	
5294	1 Roll	2" x 150 ft.	$ 0.3625	$ 54.38	
5312	1 Roll	4" x 150 ft.	$ 0.725	$ 108.75	
5315	1 Roll	5" x 150 ft.	$ 0.906	$ 135.90	
5324	1 Roll	6" x 150 ft.	$ 1.0875	$ 163.13	
5330	1 Roll	8" x 150 ft.	$ 1.45	$ 217.50	
5336	1 Roll	12" x 150 ft.	$ 2.175	$ 326.25	
5338	2 Rolls	18" x 150 ft.	$ 3.2625	$ 978.75	
5342	1 Roll	24" x 150 ft.	$ 4.35	$ 652.50	
5348	1 Roll	30" x 150 ft.	$ 5.4375	$ 815.63	
5354	1 Roll	36" x 150 ft.	$ 6.525	$ 978.75	655
• Tomato Red		Pressure Sensitive 3M # 3650-13			
5368	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-1
• Bright Yellow		Pressure Sensitive 3M # 3650-15			
5420	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-1
• Vivid Blue		Pressure Sensitive 3M # 3650-17			
5378	15 Rolls	12" x 150 ft.	$ 1.05	$ 2362.50	3650-
5372	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-1
• Violet		Pressure Sensitive 3M # 7725-98			
5359	1 Roll	12" x 150 ft.	$ 1.05	157.50	7725-9

Continued

PART A - REFLECTIVE SHEETING
SECTION v - 3M "SCOTCHLITE - ENCLOSED LENS - VEHICLE MARKINGS" REFLECTIVE SHEETIN(

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Yellow		Flexible, Pressure Sensitive 3M # 580-71			
5648	1 Roll	12" x 150 ft.	$ 3.78	$ 567.00	580-71

PART B - NON-REFLECTIVE SHEETING
SECTION i - 3M "SCOTCHCAL PLUS" NON-REFLECTIVE MARKING FILMS

• White		Pressure Sensitive 3M # ~~3290~~ 3650-10			
5383	2 Rolls	6" x 150 ft.	$ 0.4087	$ 122.63	3650-10
5384	6 Rolls	12" x 150 ft.	$ 0.8175	$ 735.75	
5385	6 Rolls	18" x 150 ft.	$ 1.226	$ 1103.63	
5386	2 Rolls	24" x 150 ft.	$ 1.635	$ 490.50	
5387	2 Rolls	30" x 150 ft.	$ 2.0437	$ 613.11	
5388	2 Rolls	36" x 150 ft.	$ 2.4525	$ 735.75	3650-10
• White		Heat Activated 3M # 650			
5390	1 Roll	12" x 150 ft.	$ 2.175	356.25	650
5402	1 Roll	24" x 150 ft.	$ 4.35	652.50	650
• Black		Pressure Sensitive 3M # 3650-12			
5296	10 Rolls	5/8" x 150 ft.	$ 0.0425	$ 63.87	3650-12
5300	2 Rolls	2" x 150 ft.	$ 0.1362	$ 40.86	
5310	2 Rolls	4" x 150 ft.	$ 0.2725	$ 81.75	
5318	2 Rolls	5" x 150 ft.	$ 0.3406	$ 102.18	
5306	2 Rolls	6" x 150 ft.	$ 0.4087	$ 122.61	
5790	25 Rolls	12" x 150 ft.	$ 0.8175	$ 3065.63	
5791	20 Rolls	18" x 150 ft.	$ 1.226	$ 3678.00	
5792	6 Rolls	24" x 150 ft.	$ 1.635	$ 1471.50	
5357	1 Roll	36" x 150 ft.	$ 2.4525	$ 367.88	3650-12

Continued...

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Black		Heat Activated 3M # 655			
5276	10 Rolls	5/8" x 150 ft.	$ 0.0566	$ 84.90	655
5282	1 Roll	½" x 150 ft.	$ 0.0906	$ 13.59	
5288	12 Rolls	1" x 150 ft.	$ 0.1812	$ 326.16	
5294	1 Roll	2" x 150 ft.	$ 0.3625	$ 54.38	
5312	1 Roll	4" x 150 ft.	$ 0.725	$ 108.75	
5315	1 Roll	5" x 150 ft.	$ 0.906	$ 135.90	
5324	1 Roll	6" x 150 ft.	$ 1.0875	$ 163.13	
5330	1 Roll	8" x 150 ft.	$ 1.45	$ 217.50	
5336	1 Roll	12" x 150 ft.	$ 2.175	$ 326.25	
5338	2 Rolls	18" x 150 ft.	$ 3.2625	$ 978.75	
5342	1 Roll	24" x 150 ft.	$ 4.35	$ 652.50	
5348	1 Roll	30" x 150 ft.	$ 5.4375	$ 815.63	
5354	1 Roll	36" x 150 ft.	$ 6.525	$ 978.75	655
• Tomato Red		Pressure Sensitive 3M # 3650-13			
5368	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-1
• Bright Yellow		Pressure Sensitive 3M # 3650-15			
5420	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-1
• Vivid Blue		Pressure Sensitive 3M # 3650-17			
5378	15 Rolls	12" x 150 ft.	$ 1.05	$ 2362.50	3650-1
5372	1 Roll	24" x 150 ft.	$ 2.10	$ 315.00	3650-1
• Violet		Pressure Sensitive 3M # 7725-98			
5359	1 Roll	12" x 150 ft.	$ 1.05	157.50	7725-9

Continued.

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
• Yellow Orange		Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # ~~3483~~ 7725-404			
5766	4 Rolls	24" x 150 ft.	$ 3.435	$ 2061.00	7725-404
• Red Orange		Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # ~~3484~~ 7725-414			
5768	4 Rolls	24" x 150 ft.	$ 3.435	$ 2061.00	7725-414

PART B - NON-REFLECTIVE SHEETING
SECTION ii - MISCELLANEOUS

• Transfer Tape		3M # TPM-5			
97008	25 Rolls	6" x 300 ft.	$ 0.2175	$ 1631.25	TPM-5
97009	5 Rolls	15" x 300 ft.	$ 0.5437	$ 815.63	TPM-5
• Linerpaper		3M # SCW82P1			
98591	5 Rolls	24" x 300 ft.	$ 0.3775	$ 566.25	SCW82P

PART C - PAVEMENT MARKING MATERIALS
SECTION i - "STAMARK" DURABLE REFLECTIVE PAVEMENT MARKINGS

• White		Pavement Marking Tapes 3M # 5730			
3688	2 Rolls	4" x 360 ft.	$ 1.18	$ 849.60	5730
3644	2 Rolls	8" x ~~360 ft.~~ 180 ft.	$ 2.36	$ 849.60	5730
1274	2 pkgs.	Arrow - Straight package of 2 3M # CSS 6330-CA	$ 189.26/pkg	$ 378.52	CSS6330SA
1280	2 pkgs.	Arrow - Left package of 2 3M # CSS 6330-LA	$ 214.14/pkg	$ 428.28	CSS6330LA
1280	2 pkgs.	Arrow - Right package of 2 3M # CSS 6330-RA	$ 214.14/pkg	$ 428.28	CSS6330RA
1286	2 pkgs.	Arrow - Straight/Right Fillet package of 4 3M # SMS 2905 R	$ OBSOLETE	$ —	—

Continued....

Traffic Part #	Est. Qty.	Description	Unit Price Per Foot	Total Price	Vendor Part #
1286	2 pkgs.	Arrow - Straight/Left Fillet package of 4 3M # SMS 2905 L	$ OBSOLETE	$ —	—
					Continue
• Yellow		Pavement Marking Tapes 3M # 5731			
3686	2 Rolls	4" x 360 ft.	$ 1.18	$ 849.60	573,

PART C - PAVEMENT MARKING MATERIALS
SECTION ii - "SCOTCH-LANE" REMOVABLE PAVEMENT MARKING TAPES

• White		Removable Pavement Marking Tapes 3M # 5710			
3666	5 Rolls	4" x 360 ft.	$ 1.25	$ 2250.00	571
• Yellow		Removable Pavement Marking Tapes 3M # 5711			
3694	10 Rolls	4" x 360 ft.	$ 1.25	$ 4500.00	571

PART C - PAVEMENT MARKING MATERIALS
SECTION iii - "STAMARK" DURABLE MARKING ADHESIVE

2264	2 Pails	Glue 20L-pail 3M # SP-44	$ 189.90/5gal	$ 379.60	SP4
97355	5 Cans	Thinner 4L-can 3M # 711	$ 44.29/gal	$ 221.45	711

Continued

Maximum Delivery Lead Time 14 DAYS A.R.O.

Discount If Awarded All Sections N/A

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

3M CANADA Company
Name of Company

1840 OXFORD ST. EAST, LONDON ONT. N5V 3R6
Street Address of Company, including postal code - **No Post Office Box numbers** -

Authorized Signature

JUDY MCDONALD
Please Print Name

519 451 2500
Telephone Number

January 6, 1998
Date of Tender

519 452 6245
FAX Number

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. **FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.**

Continued....

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-032-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 16 Albany Avenue - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Albany Avenue commencing at a point 194 feet east of Robins Avenue and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

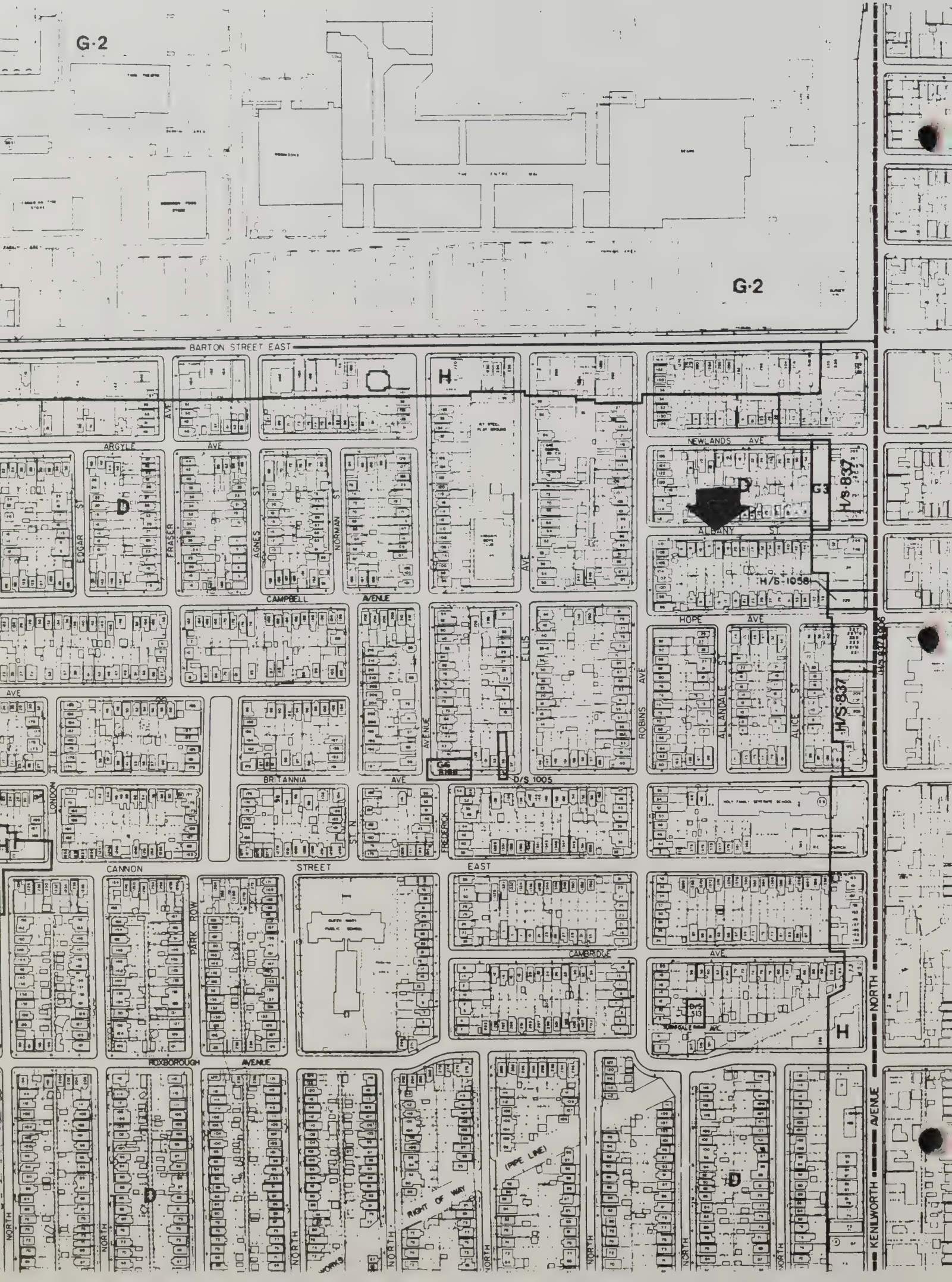
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Inglis, 16 Albany Avenue, that a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Albany directly in front of her home since she is disabled and requires the use of Darts vehicles.

Albany has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The implementation of the requested regulation would result in the loss of one on-street parking space directly in front of No. 16 Albany Avenue from the 1st to the 15th day of each month, April to November, and each day from December to March, under the existing "Alternate Side Parking" regulation. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


G-2
G-2
BARTON STREET EAST
ARGYLE AVE
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
NEWLANDS AVE
ALBANY ST
H/S-837
H/S-1058
HOPE AVE
ELLIS AVENUE
ROBINS AVE
ALLANDALE ST
ALICE ST
BRITANNIA AVE
D/S 1005
FREDERICK ST N
LONDON ST
CANNON STREET EAST
PARK ROW
ROXBOROUGH AVENUE
CAMBRIDGE AVE
D/S 513
RIGHT OF WAY
(PIPE LINE)
KENILWORTH AVENUE NORTH

2(B)(iii)(e

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-034-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 62 Norman Street - Request to Remove a Wheelchair Loading Zone

RECOMMENDATION:

That the existing full-time "No Stopping, Wheelchair Loading Zone" regulation on the east side of Norman Street commencing at a point 107 feet north of Campbell Avenue and extending to a point 35 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

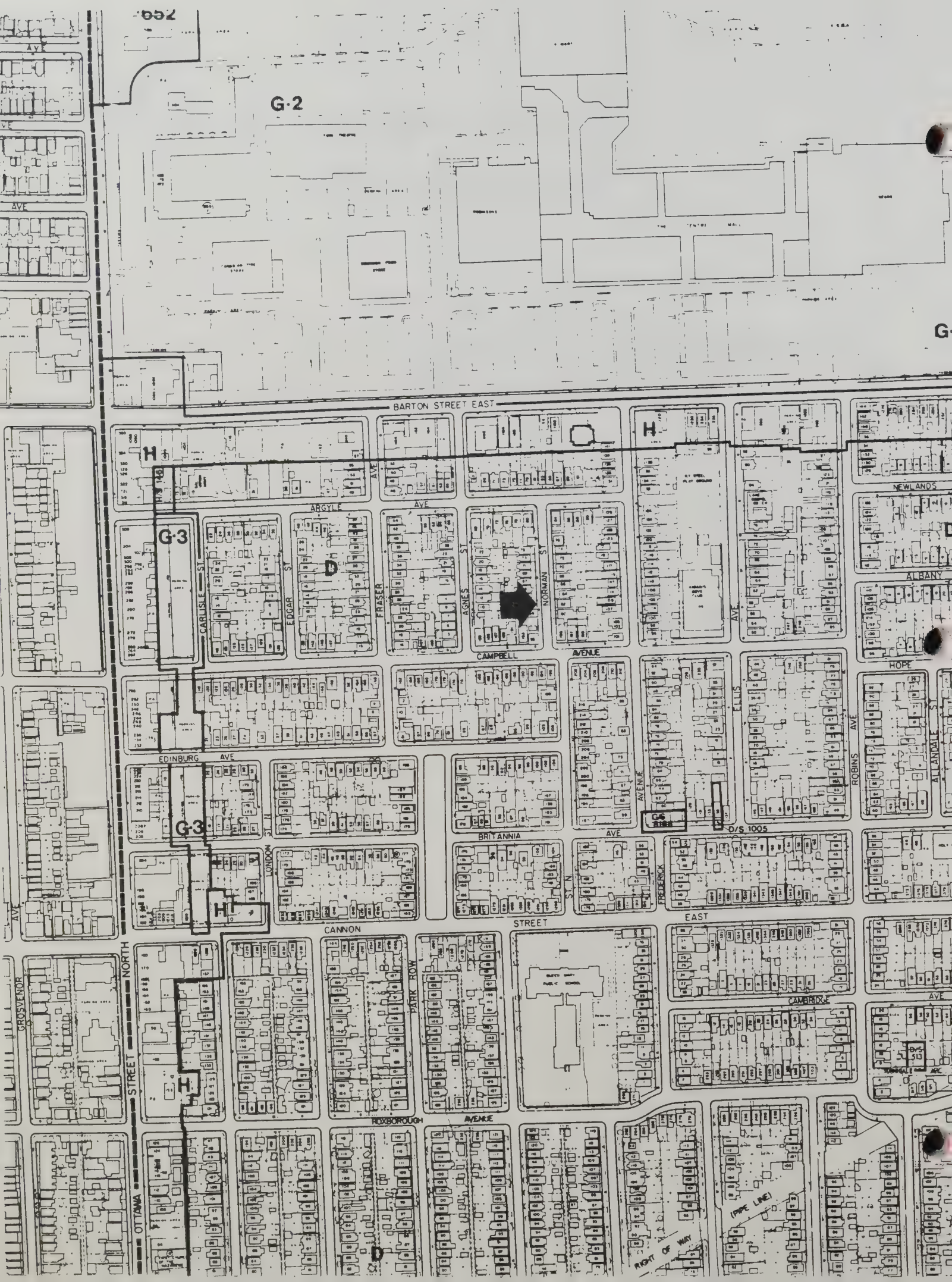
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident to remove the full-time "No Stopping, Wheelchair Loading Zone" regulation from the east side of Norman. Staff has recently contacted Mr. Stewart, owner of No. 62 Norman Street, and has been advised that the regulation is no longer required. Therefore, it would be appropriate to remove the signs. The removal of the subject regulations will restore one on-street parking space to the east side of the street which is presently controlled by an "Alternate Side Parking" regulation.

CVB/MBH/kg


652
G-2
BARTON STREET EAST
H
G-3
D
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
NEWLANDS
ALBANY
HOPE
ELLIS AVE
ROBINS AVE
ALLANDALE
EDINBURG AVE
BRITANNIA AVE
D/S 1005
LONDON
CANNON STREET
ST N
FREDERICK
EAST
CAMBRIDGE
AVE
NORTH STREET
OTTAWA
GROSVENOR
PARK ROW
ROXBOROUGH AVENUE
PIPE LINE
RIGHT OF WAY

2(BXiiiX5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-046-98 / Author: J. R. Walshaw

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Signal Heads and Pedestrian Pushbuttons

RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems Ltd, Toronto, Ontario, for the supply and delivery of pedestrian signal heads and vehicle signal heads required during 1998 by the Traffic Division, being the lowest acceptable bid received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $200,000. be financed through the Traffic Signals Materials Account No. CH-56152-75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1998. Most of the material are used on Region Capital Budget projects.

All bids have been evaluated according to the City's purchasing policy regarding Canadian content. The additional cost to the City of Hamilton by awarding this tender using the Canadian Content Policy is $5235.38.

BACKGROUND:

The tender for the supply and delivery of traffic signal heads in 1998 was advertised and suppliers were invited to submit bids. The low bidder on the items noted was Tacel Ltd., of Toronto, however, when Canadian content policy allowances were factored in, the bid of Fortran Traffic Systems is lower. Staff is recommending that the tender be awarded to Fortran Traffic Systems for the noted items.

JRW/

Ref: C18-697

Closed: January 8/98

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

PEDESTRIAN SIGNAL HEADS, VEHICLE SIGNAL HEADS, AND PEDESTRIAN PUSH BUTTONS

GST and PST extra, if applicable, to the following DELIVERED prices

Bidders			**Econolite Canada**	**Fortran Traffic**	**Tacel Ltd.**	**Advance Signal**	**Intrex Inc.**
Description	**Qty.**	**Traffic Part No.**	**Unit Price**	**Unit Price**	**Unit Price**	**Unit Price**	**Unit Price**
Vehicle Signal Heads (300-200-200) Red Ball/Amber Ball/Green Ball	approx. 300	3474	$178.65	$172.58	$169.60	$225.00	$288.23
Vehicle Signal Heads (300-200-200-300-300) Red Ball/Amber Ball/Green Ball/Amber Arrow/Green Arrow	approx. 25	3473	$350.75	$359.88	$365.40	$439.00	$535.05
Vehicle Signal Heads (300-200-300) Red Ball/Amber Ball/Green Arrow	approx. 5	3475	$212.95	$227.61	$234.60	$315.00	$337.76
Vehicle Signal Heads (300-300-300) Red Ball/Amber Ball/Green Arrow	approx. 10	3476	$245.45	$259.72	$250.90	$335.00	$310.96
Vehicle Signal Heads (300-200-200-300) Red Ball/Amber Ball/Green Ball/Green Arrow	approx. 10	3472	$280.35	$297.04	$306.75	$365.00	$419.75
Pedestrian Signal heads Green Black	approx. 600 approx. 75	3526 3526	$172.74 $161.95	$133.12 $133.12	$127.70 $127.70	$195.00	$185.88
Pedestrian Push Buttons Pelco Catalogue #SE-2002 (rectangular)	approx. 200	4724	$29.25	$29.68	$29.10	$27.65	$37.56
Pedestrian Push Buttons Pelco Catalogue #SE-2007 (round)	approx. 50	4724	$29.25	$29.60	$29.10	$27.65	$37.45

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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
File No. TEC-047-98 / Author: J. R. Walshaw

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Supply and Delivery of Traffic Poles

RECOMMENDATION:

That a purchase order be issued to USS Manufacturing Inc., Renfrew, Ontario, for the supply and delivery of traffic signal poles required during 1998 by the Traffic Division, being the lowest acceptable bid received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $90,000. be financed through the Traffic Signals Materials Account No. CH-56152-75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to purchase the materials as recommended have been budgeted for in 1998. Most of the material are used on Region Capital Budget projects.

BACKGROUND:

The tender for the supply and delivery of traffic signal poles and associate items in 1998 was advertised and suppliers were invited to submit bids. Staff is recommending that the tender be awarded to the low bidder for traffic signal poles: USS Manufacturing Inc., of Renfrew, Ontario.

JRW/

Ref: C18-897 Supply and Delivery of TRAFFIC POLES, HARDWARE AND TRAFFIC SIGNAL ARMS Closed: January 8, 1998

All units of measure are EACH.

QTY	DESCRIPTION	ADVANCE SIGNAL KONTROL INC		TACEL LTD		SENTINEL POLE & TRAFFIC EQPT LTD		FORTRAN TRAFFIC SYSTEMS LTD	
		UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
TRAFFIC SIGNAL HEAD HANGERS									
250	FORTRAN TRAFFIC SYSTEMS LTD, PART #63690 SPRING CUSHION HANGER, TRAFFIC PART #3388	NO BID	0.00	NO BID	0.00	74.00	18,500.00	75.71	18,927.50
5	SENTINEL POLE AND TRAFFIC EQUIPMENT PART #AP42830 ADJUSTABLE PLUMBIZER HANGER, TRAFFIC PART #3379	NO BID	0.00	NO BID	0.00	88.00	440.00	86.67	433.35
25	ASTRO-BRAC #AB-137-05 SIGNAL MOUNTING HARDWARE TRAFFIC PART #1723 (FOR 5 SECTION HEAD ONLY)	149.95	3,748.75	153.80	3,845.00	150.00	3,750.00	135.73	3,393.25
MAXIMUM SIGNAL HEAD HANGER DELIVERY LEAD TIME		N/A		4-6 WEEKS ARO		7 DAYS		10 WORKING WKS. AFTER RECEIPT OF WRITTEN PO	

QTY	DESCRIPTION	SENTINEL POLE & TRAFFIC EQPT LTD		VALMONT IND		USS MANUFACTURING INC		METAL POLE-LITE INC	
		UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
POLE PLATES ONLY									
30	SYLVANIA #5TR-78 9" CENTRE FOR 7" - 8" ROUND POLE FOR USE WITH 10'/12'/15' ARM, TRAFFIC PART #2252	125.00	3,750.00	113.20	3,396.00	100.00	3,000.00	89.80	2,694.00
10	SYLVANIA #6TR-81 11" CENTRE FOR 8"-10" ROUND POLE FOR USE WITH 18'/20'/22' ARM, TRAFFIC PART #2262	135.00	1,350.00	113.20	1,132.00	NO BID	0.00	89.80	898.00
10	SYLVANIA #4TW-78 FOR 8" - 10" WOOD POLE FOR USE WITH 4'/6'/8' ARM, TRAFFIC PART #2249	100.00	1,000.00	138.70	1,387.00	NO BID	0.00	99.80	998.00
10	SYLVANIA #5TW-81 FOR 8" - 10" WOOD POLE FOR USE WITH 10'/12'/15' ARM, TRAFFIC PART #2253	110.00	1,100.00	138.70	1,387.00	NO BID	0.00	99.80	998.00
2	SYLVANIA #6TW-81 FOR 8" - 10" WOOD POLE FOR USE WITH 18'/20'/22' ARM, TRAFFIC PART #2260	125.00	250.00	149.80	299.60	NO BID	0.00	109.80	219.60
MAXIMUM POLE PLATE DELIVERY LEAD TIME		14 DAYS		6 - 8 WEEKS		40 DAYS		4 TO 6 WEEKS	

QTY	DESCRIPTION	SENTINEL POLE & TRAFFIC EQPT LTD		VALMONT IND		USS MANUFACTURING INC		METAL POLE-LITE INC	
		UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
POLES									
25	POWERLITE ROUND TAPERED TRAFFIC POLE, MODEL #TP10819H-AB, HEIGHT 19', WALL THICKNESS 0.250", 10" DIAM BASE/8" DIAM TOP, ANCHOR BOLT BASE - TO FIT 10 -5/8" TO 11-5/16" ANCHOR BASE, ON THE SQUARE, USING SLOTTED HOLES - ANCHOR BOLT SIZE: 1¼" X 42"; TRAFFIC PART #4562	740.00	18,500.00	713.27	17,831.75	618.00	15,450.00	678.00	16,950.00
80	POWERLITE ROUND TAPERED TRAFFIC POLE MODEL #TP8619-AB, HEIGHT 19', WALL THICKNESS 0.188", 8" DIAM BASE/6-5/8" DIAM TOP, ANCHOR BOLT BASE - TO FIT 8-1/8" ANCHOR BASE, ON THE SQUARE, WITH SLOTTED HOLES, ANCHOR BOLT SIZE: 1" X 30", TRAFFIC PART #4568	465.00	37,200.00	467.89	37,431.20	417.00	33,360.00	417.00	33,360.00
30	POWERLITE ROUND TAPERED TRAFFIC POLE, MODEL #TP6415-AB, HEIGHT 15', WALL THICKNESS 0.188", 6" DIAM BASE, 4½" DIAM TOP, ANCHOR BOLT BASE - TO FIT 6-3/4" ANCHOR BASE, ON THE SQUARE, WITH SLOTTED HOLES, ANCHOR BOLT SIZE: 3/4" X 24", TRAFFIC PART #4556	299.00	8,970.00	297.49	8,924.70	290.00	8,700.00	292.00	8,760.00
MAXIMUM SIGNAL POLE DELIVERY LEAD TIME		42 DAYS		6-8 WEEKS		50 DAYS		12 WEEKS	

		TACEL LTD		SENTINEL POLE & TRAFFIC		VALMONT IND		USS MANUFACTURING INC		METAL POLE-LITE INC		FORTRAN TRAFFIC SYSTEMS	
QTY	DESCRIPTION	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
						ARMS							
1000	DOUBLE ARM BRACKET 2' LONG, ALUMINUM ALLOY, SENTINEL POLE AND TRAFFIC EQUIPMENT, PART #6061t6, SIMILAR TO OPSD 2524.01, C/W POLE PLATE FOR ATTACHMENT TO WOOD POLE - TO BE SUPPLIED ASSEMBLED - TRAFFIC PART #1052	27.18	27,180.00	40.00	40,000.00	NO BID	0.00	NO BID	0.00	NO BID	0 00	52.55	52,550.00
10	POWERLITE SINGLE MEMBER ARM, 4' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1116	NO BID	0.00	52.00	520.00	48.21	482.10	49.82	498.20	51.10	511.00	NO BID	0 00
10	POWERLITE SINGLE MEMBER ARM, 6' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1130	NO BID	0.00	59.00	590.00	53.95	539.50	56.86	568.60	57.00	570.00	NO BID	0 00
20	POWERLITE SINGLE MEMBER ARM, 8' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1142	NO BID	0.00	69.00	1,380.00	59.70	1,194.00	67.16	1,343.20	68.00	1,360.00	NO BID	0 00
20	POWERLITE SINGLE MEMBER ARM, 10' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1154	NO BID	0.00	82.00	1,640.00	73.78	1,475.60	81.04	1,620.80	80.00	1,600.00	NO BID	0.00
20	POWERLITE SINGLE MEMBER ARM, 12' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1172	NO BID	0.00	101.00	2,020.00	100.03	2,000.60	97.62	1,952.40	96.00	1,920.00	NO BID	0 00
20	POWERLITE SINGLE MEMBER ARM, 15' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1184	NO BID	0.00	168.00	3,360.00	165.08	3,301.60	165.23	3,304.60	165.00	3,300.00	NO BID	0 00
10	POWERLITE SINGLE MEMBER ARM, 18' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1196	NO BID	0.00	235.00	2,350.00	210.71	2,107.10	208.77	2,087.70	210.00	2,100 00	NO BID	0 00
2	POWERLITE SINGLE MEMBER ARM, 20' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1208	NO BID	0.00	260.00	520.00	225.71	451.42	247.69	495.38	246.00	492.00	NO BID	0 00
2	POWERLITE SINGLE MEMBER ARM, 22' LONG ARM, WITHOUT POLE PLATE, TRAFFIC PART #1220	NO BID	0.00	280.00	560.00	237.69	475.38	262.69	525.38	258.00	516.00	NO BID	0 00
MAXIMUM SIGNAL ARM DELIVERY LEAD TIME		4 - 6 WEEKS ARO		14 DAYS		6 - 8 WEEKS		40 DAYS		12 WEEKS		N/A	

Unable to bid: Nova Pole International Inc.

2(B)(iii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 12
File No. TEC-039-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Amending the Definition of Commercial Vehicle

RECOMMENDATION:

That the definition of "Commercial Vehicle" in the City Traffic By-law 89-72 be amended to include any motor vehicle which is being used for the purpose of loading or unloading goods or passengers, and which has attached to both of its sides, while such loading or unloading is taking place, a sign no smaller than 150 square inches, identifying the company in whose service the vehicle is employed.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

As a result of a recent decision by the Province of Ontario to revoke the authority of local municipalities to regulate Cartage Companies, the City of Hamilton no longer issues Cartage License Plates. Many companies relied upon the Cartage License Plates as the means whereby their delivery vehicles satisfied the "Commercial Vehicle" definition in the Traffic By-law, which permitted them to use Commercial Vehicle Loading Zones while making deliveries to local businesses. As a consequence of Cartage License Plates not being issued, these companies can no longer legally use Commercial Vehicle Loading Zones.

In order to allow cartage providers to continue to use Commercial Vehicle Loading Zones, Staff recommends amending the "Commercial Vehicle" definition in the City Traffic By-law, to include motor vehicles which have either permanent or temporary signs affixed to both sides of the vehicle for the purpose of, and while engaged in, loading and unloading.

CVB/MBH

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 23
T103-69 44 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Outdoor Boulevard Cafe, 554 James Street North
(R-98-04)

RECOMMENDATION:

a) That item 27(a) of the 6th report of the Transport and Environment Committee, as approved by Council on 1995 May 9, approving the location of an outdoor boulevard cafe at 554 James Street North, on the adjacent Wood Street road allowance, on a one year trial basis, be amended to delete the phrase "on a one year trial basis" and that item 27(c) be amended to delete the clause "and that the approval be for a trial period ending 1995 October 31 at which time the issue will be reviewed".

b) That the Mayor and the City Clerk be authorized and directed to execute the Boulevard Cafe Agreement.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The annual fee has been determined to be $320.

Cont'd...

1998 January 23
Outdoor Boulevard Cafe

Cont'd...

BACKGROUND:

On 1995 May 9, Council granted approval to the owner of 554 James Street North to allow a boulevard cafe to be located on the Wood Street road allowance adjacent to the property, on a one year trial basis. The owner did not locate the patio on the road allowance during the year it was approved and no agreements were entered into. The owner did, however, locate the patio on the road allowance in 1996 and 1997. Annual fees have subsequently been collected for these years.

In September of 1997 the applicant received final approval from the Committee of Adjustment for a change in zoning which will allow the patio to permanently abut a residental area, subject to the owner entering into the required agreements with this Department. As part of the Committee of Adjustment process, the appliction was circulated to the neighbours in the area. As no opposition was received, this Department did not re-circulate the notice of application to the neighbourhood.

As we are not aware of any opposition to the patio, this Department is in favour of establishing a permanent outdoor boulevard cafe at this location.

MJP:

cc: A. Ross, City Treasurer

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 20
E205-05, M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: City of Hamilton's "Flat Rate Fee" for the Recovery of Servicing Costs Associated with 0.30 Metre Reserves (R-98-05)

RECOMMENDATION:

a) i. That the City's "Flat Rate Fee" for the recovery of outstanding City of Hamilton municipal servicing costs along 0.30 metre reserves, be adjusted from the present rate of $ 330.00 per metre of property frontage and/or flankage to **$ 337.00** per metre of property frontage and/or flankage for 1998.

ii. That the revised "Flat Rate Fee" be applied to all costs recovered in 1998 along 0.30 metre reserves after adoption of the proposed rate in Item a)i. above.

D. Lobo
Commissioner
Public Works and Traffic

J. D. Thoms,
Commissioner
Regional Environment Department

Cont'd...

City of Hamilton's "Flat Rate Fee" for the Recovery of Servicing Costs Associated with 0.30 Metre Reserves (R-98-05)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's "Flat Rate Fee" is reviewed on a yearly basis in order to ensure that monies recovered by the City reflect current costs paid by the City in the previous year to construct road works in various subdivisions. If the rate was not reviewed on a yearly basis it could result in a loss of revenue to the City if the City recovered money at a lower rate than current construction prices.

BACKGROUND:

City Council adopted the "Flat Rate Fee" concept in October 1986. The fee was established for the recovery of costs associated with municipal services installed adjacent to 0.30 metre reserves. These services are mainly constructed by private development (Subdividers) and the costs are sometimes shared by the City in accordance with City cost sharing policies. The City's share is recovered through the mechanism of 0.30 reserves using the "Flat Rate Fee" to determine the amount to be recovered.

The "Flat Rate Fee" is intended to reflect the average costs for municipal road works installed on streets adjacent to 0.30 metre reserves owned by the City. When land owners abutting the reserve develop by way of plan of subdivision/condominium or land severance, the flat rate is applied to the appropriate frontage and/or flankage and monies are recovered by the City for the services prior to removal or the reserve and final approval of the development.

The "Flat Rate Fee" is calculated by compiling the actual construction costs for catch basins and connections, inlet chambers, sidewalks, curbs and subdrains, finished roadways, street lighting, street name signs and dead-end barricades for each subdivision constructed during the previous year (attached). The costs are then calculated on a per metre of property frontage basis, then averaged over the number of subdivisions constructed in the previous year to determine the "Flat Rate" for the new year. Excluded from the "Flat Rate Fee" are costs paid by the City for the portion of a road which is wider and deeper than a standard local roadway. This portion of the road, by definition, is considered "oversized" and costs paid by the City towards oversizing are recovered through collection of City development charges.

Cont'd...

City of Hamilton's "Flat Rate Fee" for the Recovery of Servicing Costs Associated with 0.30 Metre Reserves (R-98-05)

Cont'd...

An analysis of ten (13) subdivisions constructed in Hamilton during 1997 revealed that the cost of services have increased from the rate in 1996. Staff have also conducted a review of all Regional contracts constructed in 1997. From that review, it was determined that the average cost of roadway construction on a per metre of property frontage has increased proportionately with development costs.

Therefore, it is being recommended that the current "Flat Rate Fee" be increased to **$ 337.00** per metre of property frontage and/or flankage to reflect current costs. This represents an increase of $ 7.00 per metre from the current rate of $ 330.00 per metre used in 1997 and is consistent with increase in the Composite Construction Index, which has increased at just under 2%.

/ll/ MJI:

cc: S. Reeder, Finance and Administration Committee
cc: A. Ross, City Treasury Department, Att: N. Adhya

Calculation of Average Cost/Metre of City Services -- 1997

Subdivision Name	Total Frontage In Metres	Catch Basins & Connections ($/m) Frontage	Sidewalks ($/m) Frontage	Subdrain & Curbs ($/m) Frontage	Finished Roads ($/m) Frontage	Inlet Chambers ($/m) Frontage	Dead-End Barricades ($/m) Frontage	Street Lights ($/m) Frontage	Street Signs ($/m) Frontage	Total Cost ($/m) Frontage
Allison Estates Phase 2	681.000	$39.13	$59.69	$51.94	$152.56	$1.89	$1.55	$17.62	$0.11	$324.51
Allison Estates Phase 4	504.600	$40.86	$104.45	$0.00	$126.01	$24.84	$0.70	$14.86	$0.15	$311.87
Barbrock Estates Phase 4	203.200	$17.22	$49.34	$48.05	$181.59	$0.00	$0.00	$14.76	$0.00	$310.96
Claudette Gardens Phase 9	464.010	$38.37	$71.94	$52.21	$143.20	$0.00	$0.76	$16.16	$0.08	$322.72
Eagleview Estates Phase 1	369.800	$38.96	$52.72	$19.69	$122.53	$16.47	$5.70	$20.28	$0.31	$276.66
Highridge South Phase 3	1496.000	$33.64	$75.69	$66.34	$176.15	$11.07	$0.96	$20.05	$0.20	$384.10
San Lorenzo Heights Phase 2	413.02	$27.31	$46.08	$41.78	$183.04	$0.00	$0.00	$18.16	$0.18	$316.55
Sheldon Estates	594.774	$32.41	$67.59	$32.50	$162.79	$0.00	$3.15	$17.65	$0.13	$316.22
Silvana Gardens	458.700	$51.39	$0.00	$58.70	$167.03	$0.00	$0.00	$19.62	$0.33	$297.07
Wellington Chase Phase 5	199.300	$34.09	$0.00	$67.45	$182.94	$0.00	$0.00	$15.05	$0.19	$299.72
Westview Estates Phase 1	314	$40.29	$35.89	$46.69	$203.31	$31.71	$7.46	$19.11	$0.12	$384.58
Wisemount Estates Phase 8	412.203	$26.43	$54.43	$53.60	$187.55	$0.00	$0.57	$18.19	$0.09	$340.86
Wisemount Estates Phase 9	271.128	$25.92	$57.13	$58.51	$207.26	$0.00	$4.32	$16.60	$0.42	$370.17
Avgerage Totals		$34.31	$61.36	$49.79	$168.92	$6.61	$2.80	$17.55	$0.19	$341.53
Avg. Totals excluding highest & lowest		$34.31	$57.37	$51.03	$169.65	$4.76	$2.45	$17.55	$0.18	$337.30

FROM 1997 REGIONAL CONTRACTS

Finished Roads	$140.43 per metre of frontage
Sidewalks	$77.31 per metre of frontage
Curbs & Subdrain	$59.74 per metre of frontage
Catchbasins & Connections	$44.90 per metre of frontage
Dead End Barricades	$2.45 per metre of frontage
Street Lighting	$17.55 per metre of frontage
Street Name Signs	$0.18 per metre of frontage
Total	**$342.57** per metre of frontage

From 199[redacted]ional Contracts Average Cost per metre Frontage = **$342.57**

SOUTHAM CONSTRUCTION INCREASE FOR 1997 = 1.55%
INCREASE TO CURRENT FLAT RATE OF $330.00 = **$335.12**

2(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 22
S723-78. E220-1801, E220-1803 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-98-07)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Locheed Drive	Part 20	62R-14356
Rexford Drive	Parts 5 & 7	62R-10808
Highridge Avenue	Block "E"	M-162

b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Locheed Drive	Part 20/62R-14356	N/A	To provide access to Wisemount Estates (Phase 8)	S723-78
Rexford Drive	Parts 5 & 7	N/A	To complete final street width	E220-1801
Highridge Avenue	Block "E"/M-162	N/A	To provide access to Capri Gardens	E220-1803

KML/GM:sk
encls.

cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Division, City Clerk's

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 20 ON PLAN 62R-14356
INTO LOCHEED DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Locheed Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Locheed Drive.

   Part of Block 52, Plan 62M-652, designated as Part 20 on Plan 62R-14356.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 5 & 7 ON PLAN 62R-10808
INTO REXFORD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Rexford Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Rexford Drive.

   Part of Lot 8, Concession 7, in the geographic township of Barton designated as Parts 5 & 7 on Plan 62R-10808.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK E ON PLAN M-162
INTO HIGHRIDGE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Highridge Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Highridge Drive.

   All of Block "E" on Plan 62M-162.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 2nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
January 12	Ministry of Environment and Energy	830 Dunn Avenue	1998 January 28
January 15	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1998 January 9	1998 January 28
January 16	Mr. Attard, Ramada Hotel	Restore the Core project	1998 January 28

Kevin C. Christenson, Secretary
February 2nd, 1998

URBAN/MUNICIPAL
CA4 ON HB2 A05
C51T6
1997

URBAN MUNICIPAL
FEB 15 1998
GOVERNMENT DOCUMENTS

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 February 16
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION** (9:30 o'clock a.m.)

   Napier Street between Pearl Street North and Ray Street North
   Parking Regulations
   Alderman M. Kiss

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

2. **CONSENT AGENDA**

3. **DIRECTOR OF PLANNING AND DEVELOPMENT/ CHIEF ADMINISTRATIVE OFFICER**

   (a) Terms of Reference
   Environmental Assessment Staff Advisory Committee

   (b) 1579 Burlington Street East/Industrial Sector "F",
   Application for an Amendment to Certificate of Approval
   No. A130213 for a Waste Disposal Site (Processing)
   Hamilton-Wentworth Third Sector Employment Enterprises

   (c) 799 - 800 Parkdale Avenue North/Industrial Sector "G" & "J",
   Application for an Amendment to Certificate of Approval
   No. A100145 for a Waste Disposal Site (Processing) Philip Enterprises Inc.

(d) 2380 Brampton Street/Nashdale Neighbourhood, Application for an Amendment to Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) Hamilton Bio Conversion Inc.

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

(a) Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys

(b) Proposed 1.5m Wide Asphalt Path, South Side of Lawrence Road Between Erin Avenue and Martin Road

TRAFFIC DIVISION

(c) Intersection of Locke Street North and Florence Street Intersection Control
(Report was referred back by City Council in December)

5. **CITY CLERK**

City Council Correspondence
Hamilton Harbour Commissioners - Tenancy of CleanSoils Ltd.

6. **1998 - 2007 PROVISIONAL CAPITAL BUDGET SUBMISSIONS**

(a) Public Works and Traffic Department
Streets and Fleet Services Divisions

(b) Public Works and Traffic Department
Traffic Division

(c) Roads Division

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 23
File No. TEC-042-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Napier Street between Pearl Street North and Ray Street North - Parking Regulations

RECOMMENDATION:

That no action be taken on the request to implement a "Permit Parking" regulation on the south side of Napier Street between Pearl Street North and a point 191 feet easterly therefrom.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

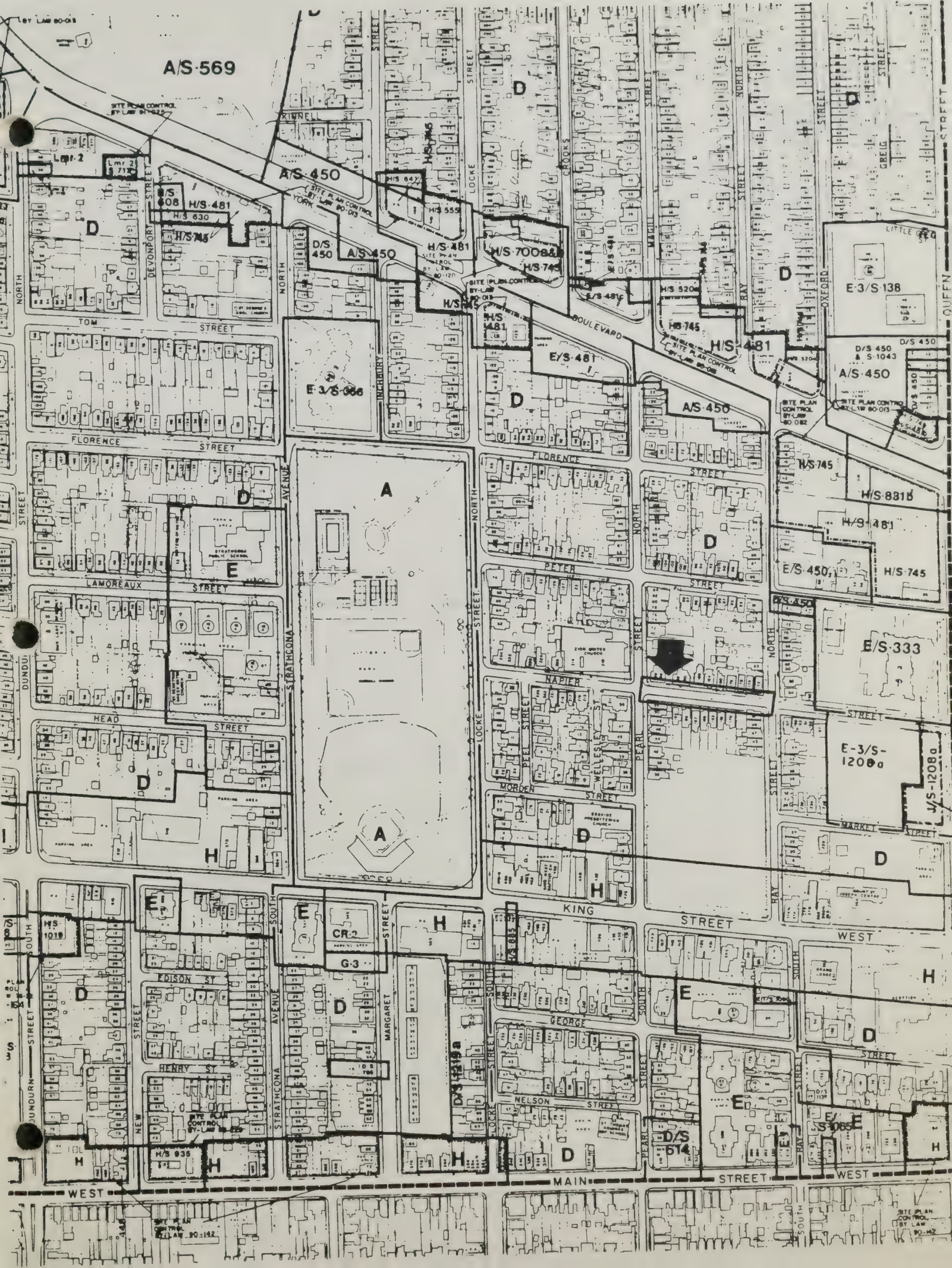
Alderman Mary Kiss advised staff of a request that a "Permit Parking" regulation be implemented on Napier between Pearl and Ray. As a result, staff subsequently received a petition signed by representatives of eight of the eleven homes abutting Napier between Pearl and the east property line of No. 185 Napier Street requesting that a "Permit Parking" regulation be implemented on the south side of the street in the westerly section of the block. Seven of the residents that signed the petition are in favour of the requested regulation and one has no opinion. The petition was not circulated to the residents abutting the easterly section of the block.

Napier has a 22-foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this block. An investigation has revealed that, on the south side of the street, there are seven on-street parking spaces between Pearl and the east property line of No. 185 Napier Street, the westerly half, and four on-street parking spaces in the remaining easterly section of the block. Residents indicated on the petition that four permits are required. Staff has been advised by two residents that did not sign the

petition that three additional permits are required for their homes, for a total demand of seven permits for the eleven properties abutting this section of the block.

The implementation of the requested regulation in the westerly section of the block will result in only four unrestricted parking spaces remaining in the block to accommodate the nine homes abutting the easterly section of the block, five of which do not have driveways. Thus, staff does not support the implementation of the requested regulation as it will result in significant on-street parking difficulties for the residents in the easterly section of the block.

CVB/MBH/kg


A/S-569
A/S-450
H/S-481
H/S-745
E-3/S-138
E-3/S-066
E/S-481
A/S-450
E/S-450
H/S-745
H/S-8818
E/S-333
E-3/S-1208a
J/S-1208a
D/S 450 & S-1043
A/S-450
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
TOM STREET
PETER STREET
NAPIER STREET
MORDEN STREET
KING STREET WEST
QUEEN STREET
BOULEVARD
INCHBURY
STRATHCONA AVENUE
DUNDURN STREET SOUTH
EDISON ST
HENRY ST
MARGARET AVENUE
NELSON STREET
GEORGE STREET
MAIN STREET WEST
MARKET STREET
OXFORD STREET
BAY STREET
LOCKE STREET SOUTH
PEARL STREET
HUGHSON STREET
WELLESLEY ST
DEVONPORT STREET
NORTH
SOUTH
CR-2
G-3
H/S 1019
H/S 936
D/S 614
E/S 065
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-082

CITY OF HAMILTON

- RECOMMENDATION -

3(a)

DATE: 1998 February 5
(TC-EASAC)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: **Terms of Reference -**
Environmental Assessment Staff Advisory Committee

RECOMMENDATION:

That the Terms of Reference for the Environmental Assessment Staff Advisory Committee (EASAC), attached hereto and marked Appendix "A", be endorsed.

V. Abraham

J.G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On October 14, 1997, as part of a series of recommendations pertaining to the City assuming responsibility for circulation and co-ordination of Ministry of the Environment Certificate of Approvals, City Council directed "that the Chief Administrative Officer be directed to establish an Environmental Assessment Staff Advisory Committee (EASAC) with representation from the Fire Department, Planning Department, Public Works and Traffic Department, Building Department, Police Department, Law Department and Regional Environment Department, to meet on a regular basis with a mandate of undertaking a multi-disciplinary review of Environmental matters and to report through the Director of Planning and Development to the Transport and Environment Committee."

The EASAC has met on two occasions and have begun to actively explore a number of environmental issues and discerning the implications of these issues for the City of Hamilton. The attached Terms of Reference has been discussed and refined at both meetings and is intended to guide the scope and activities of EASAC in the future.

KE/ke

Terms of Reference
The Environmental Assessment Staff Advisory Committee

Origin:

On October 14, 1997, City Council directed that the Chief Administrative Officer be directed to establish an "Environmental Assessment Staff Advisory Committee" (EASAC) with representation from the following municipal departments:

- Planning and Development Department;
- Fire Department;
- Law Department;
- Public Works and Traffic Department;
- Building Department;
- Hamilton-Wentworth Regional Police; and,
- Regional Environment Department.

The purpose of EASAC, as directed by City Council, was "to meet on a regular basis with a mandate of undertaking a multi-disciplinary review of Environmental matters and to report through the Director of Planning and Development to the Transport and Environment Committee."

Role of EASAC:

The two key roles of EASAC are as follows:

- Co-ordinating department recommendation reports on proposed Ministry of the Environment Certificate of Approval's prior to submission to the Transport and Environment Committee and draw conclusions and recommendations; and,

- Reviewing environmental policy initiatives and recommendations originating from other agencies or other levels of government for consideration by the City of Hamilton to draw conclusions and make recommendations.

Composition:

The Advisory Committee will be composed of the Department Heads or their designates from the above-noted municipal departments. The Chairman of the Committee will be the Director of Planning and Development. Where appropriate, other individuals will be invited to attend to discuss matters and provide additional information. This may include, for example, representatives from the Ontario Ministry of the Environment. Meetings will be held at the call of the Chairman on an "as needed" basis.

Short-Term Work Program of the Advisory Committee:

A number of environmental matters require the attention of the Committee and follow-up action and recommendations to the Transport and Environment Committee. These specific matters include the following:

- Liaise with the Pollution Control Sub-Committee which was re-established by City Council on October 14, 1997. Although the scope and mandate of this Committee has yet to be finalized, it is likely EASAC will function as staff support.

- Formalize the process by which the City of Hamilton and the Region of Hamilton-Wentworth will review, comment and engage the public on Ministry of the Environment Certificate of Approvals. This is in response to recently-announced Provincial changes in the processing and administration of Certificate of Approvals and direction by City Council. In the interim, public meetings/information workshops will be held when a new use or activity encompassed by a Certificate of Approval is introduced on a specific property and the property is in close proximity to a residential neighbourhood or other sensitive land uses.

- Pursue and actively follow-up on the October 14, 1997 City Council approved recommendations contained within the City of Hamilton Project Team Plastimet Fire Report dated October 10, 1997 with appropriate Provincial authorities.

- Respond to the Ontario Fire Marshal's report prepared in the wake of the Plastimet fire and ensure the recommendations made by the report are quickly acted upon by the appropriate Provincial authorities.

- Consider the initiative recently undertaken by the Region of Hamilton-Wentworth on October 21, 1997 to process Certificate of Approval applications that are requesting only an amendment to an existing Certificate of Approval, subject to recommendations regarding waste service facilities contained in the Ontario Fire Marshal's report being implemented.

- Review the report "Hamilton-Wentworth Air Quality Initiative" dated November, 1997 and comment on the directions and recommendations that are made.

Report Updates to City's Transport & Environment Committee:

As new and current environmental initiatives are considered by the Advisory Committee, formal recommendation reports will be submitted to the Transport and Environment Committee where necessary. These reports will document the intent and scope of the initiative and provide recommendations for the City to pursue. As such, this will ensure elected representatives are fully apprised in a timely manner of all environmental matters and the respective staff comment, concerns and response to these matters.

Staffing:

Staff of the Planning and Development Department will be responsible for the overall co-ordination of the Advisory Committee. It is anticipated that any work tasks flowing from the work program of the Advisory Committee will be delegated to the appropriate municipal department(s).

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 30
(ENV-MOECOA-97-03)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 1579 Burlington Street East/Industrial Sector "F"
Application for an Amendment to Certificate of Approval
No. A130213 for a Waste Disposal Site (Processing)
Hamilton-Wentworth Third Sector Employment Enterprises

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the proposed amendment to Certificate of Approval No. A130213, provided the following are satisfied:

   i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOE; and,

   ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated December 1, 1997 regarding all fuel-fired industrial trucks to be equipped with a 5BC or higher rated portable extinguisher (attached as Appendix "A").

b) That a copy of this report be forwarded to the MOE West Central Branch for their consideration;

c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

d) That the MOE West Central Branch be requested to forward a copy of the final Certificate of Approval to the City of Hamilton.

- Liaise with the Pollution Control Sub-Committee which was re-established by City Council on October 14, 1997. Although the scope and mandate of this Committee has yet to be finalized, it is likely EASAC will function as staff support.

- Formalize the process by which the City of Hamilton and the Region of Hamilton-Wentworth will review, comment and engage the public on Ministry of the Environment Certificate of Approvals. This is in response to recently-announced Provincial changes in the processing and administration of Certificate of Approvals and direction by City Council. In the interim, public meetings/information workshops will be held when a new use or activity encompassed by a Certificate of Approval is introduced on a specific property and the property is in close proximity to a residential neighbourhood or other sensitive land uses.

- Pursue and actively follow-up on the October 14, 1997 City Council approved recommendations contained within the City of Hamilton Project Team Plastimet Fire Report dated October 10, 1997 with appropriate Provincial authorities.

- Respond to the Ontario Fire Marshal's report prepared in the wake of the Plastimet fire and ensure the recommendations made by the report are quickly acted upon by the appropriate Provincial authorities.

- Consider the initiative recently undertaken by the Region of Hamilton-Wentworth on October 21, 1997 to process Certificate of Approval applications that are requesting only an amendment to an existing Certificate of Approval, subject to recommendations regarding waste service facilities contained in the Ontario Fire Marshal's report being implemented.

- Review the report "Hamilton-Wentworth Air Quality Initiative" dated November, 1997 and comment on the directions and recommendations that are made.

Report Updates to City's Transport & Environment Committee:

As new and current environmental initiatives are considered by the Advisory Committee, formal recommendation reports will be submitted to the Transport and Environment Committee where necessary. These reports will document the intent and scope of the initiative and provide recommendations for the City to pursue. As such, this will ensure elected representatives are fully apprised in a timely manner of all environmental matters and the respective staff comment, concerns and response to these matters.

Staffing:

Staff of the Planning and Development Department will be responsible for the overall co-ordination of the Advisory Committee. It is anticipated that any work tasks flowing from the work program of the Advisory Committee will be delegated to the appropriate municipal department(s).

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 30
(ENV-MOECOA-97-03)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 1579 Burlington Street East/Industrial Sector "F"
Application for an Amendment to Certificate of Approval
No. A130213 for a Waste Disposal Site (Processing)
Hamilton-Wentworth Third Sector Employment Enterprises

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the proposed amendment to Certificate of Approval No. A130213, provided the following are satisfied:

   i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOE; and,

   ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated December 1, 1997 regarding all fuel-fired industrial trucks to be equipped with a 5BC or higher rated portable extinguisher (attached as Appendix "A").

b) That a copy of this report be forwarded to the MOE West Central Branch for their consideration;

c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

d) That the MOE West Central Branch be requested to forward a copy of the final Certificate of Approval to the City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A "Certificate of Approval" is a legal requirement of the Ontario Ministry of the Environment for corporations and municipalities wishing to operate a Waste Disposal Site in the Province of Ontario. As part of their review process, the MOE requests affected municipalities to provide comments on the Certificate of Approval application. The MOE then makes a decision on the application on the basis of the comments received in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE.

The West Central Region of the MOE has received an application from Hamilton-Wentworth Third Sector Employment Enterprises to amend its Certificate of Approval No. A130213 for a Waste Disposal Site (Processing) at 1579 Burlington Street East (see attached key map).

Third Sector has operated a municipal curbside materials recycling centre at this location since March, 1992. Certificate of Approval No. A130213 authorizes the receipt of blue box type waste streams which shortly after receipt, are separated and prepared for shipment to viable markets. The types of materials that are readily accepted include newsprint, food and beverage cans, plastics, glass, magazines, and corrugated cardboard. Certificate of Approval No. A130213 presently restricts the receipt of recyclables from only Hamilton, Stoney Creek, Ancaster, Dundas, Flamborough and Glanbrook. The amendment application is to seek an expansion of the existing area of receipt to include the Province of Ontario.

At the present time, the site is licensed by MOE to receive on a daily maximum basis 175 tonnes of domestic waste and 10 tonnes of commercial waste. The storage capacity on site is licensed at 1,400 tonnes. The applicant is not seeking any changes to these maximum receipt and storage amounts.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application was circulated to City Departments and Regional Departments for comment. The comments received are as follows:

<u>City - Department of Public Works and Traffic</u>

"Please be advised that the Department of Public Works and Traffic has no comment respecting the subject application."

City - Building Department

"Please be advised of the following:

1. This amendment application is strictly to expand the existing area of receipt to include the Province of Ontario and therefore this Department has no comment."

City - Fire Department

"This Department has reviewed the proposed amendment to the existing certificate of approval for the above noted site. Our department has no objection to the proposed amendment.

A site inspection was conducted that revealed one requirement with respect to the subject property. Attached please find a copy of a Notice of Violation issued to the owner of the company dealing with portable fire extinguishers on propane powered lift trucks. We will be following up on this requirement to ensure compliance."

(Copy attached as Appendix "A".)

City - Planning and Development Department

The subject lands are situated in Industrial Sector "F". According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed expansion of the geographic area of receipt for recyclable materials does not conflict with the Hamilton Official Plan, provided all Provincial statutes and regulations in these matters are not contravened by the applicant.

Region - Planning

"The site is located in a heavy industrial area adjacent to National Steel Car and Stelco Hilton Works. The proposal does not conflict with the Regional Official Plan."

Region - Solid Waste

"The proposed modification to expand the existing area of receipt of recyclables from Hamilton-Wentworth to the Province of Ontario is sensible and consistent with industry standards. The proposed amendment will not alter the types of wastes received and processed, or the wastes produced. The proposed modifications do not conflict with the Regional Solid Waste by-laws and policies."

Region - Regulatory Environmental Management

"Review of the application and a previous site visit conducted on December 2, 1997 indicates that there appear to be no sewer use concerns related to the changes proposed by the applicant."

Region - Environmental Health

"The nature of the blue-box waste processed at the facility will not change but the quantity will likely increase. Based on this, the department has no objection to the application subject to the applicant satisfying all requirements of the Ontario Ministry of the Environment and the City of Hamilton Fire Department."

RECEIPT OF PUBLIC COMMENTS:

The nearest residential dwellings to this property are located approximately 0.5 kilometres to the south in the Beatty residential enclave and 1.0 kilometre to the south-west in the Stapleton residential enclave. Due to the technical nature of the application, a "public meeting/information workshop" was not held. As part of the Ontario Ministry of the Environment public notification process, the MOE has advised that no comments/concerns were received from individuals or businesses within 120m/400 feet of the subject lands at 1579 Burlington Street East.

REVIEW BY
ENVIRONMENTAL ASSESSMENT STAFF ADVISORY COMMITTEE (EASAC):

This application was reviewed by EASAC at its meeting on January 23, 1998. No further issues were identified in regard to the proposed amendment to the Certificate of Approval.

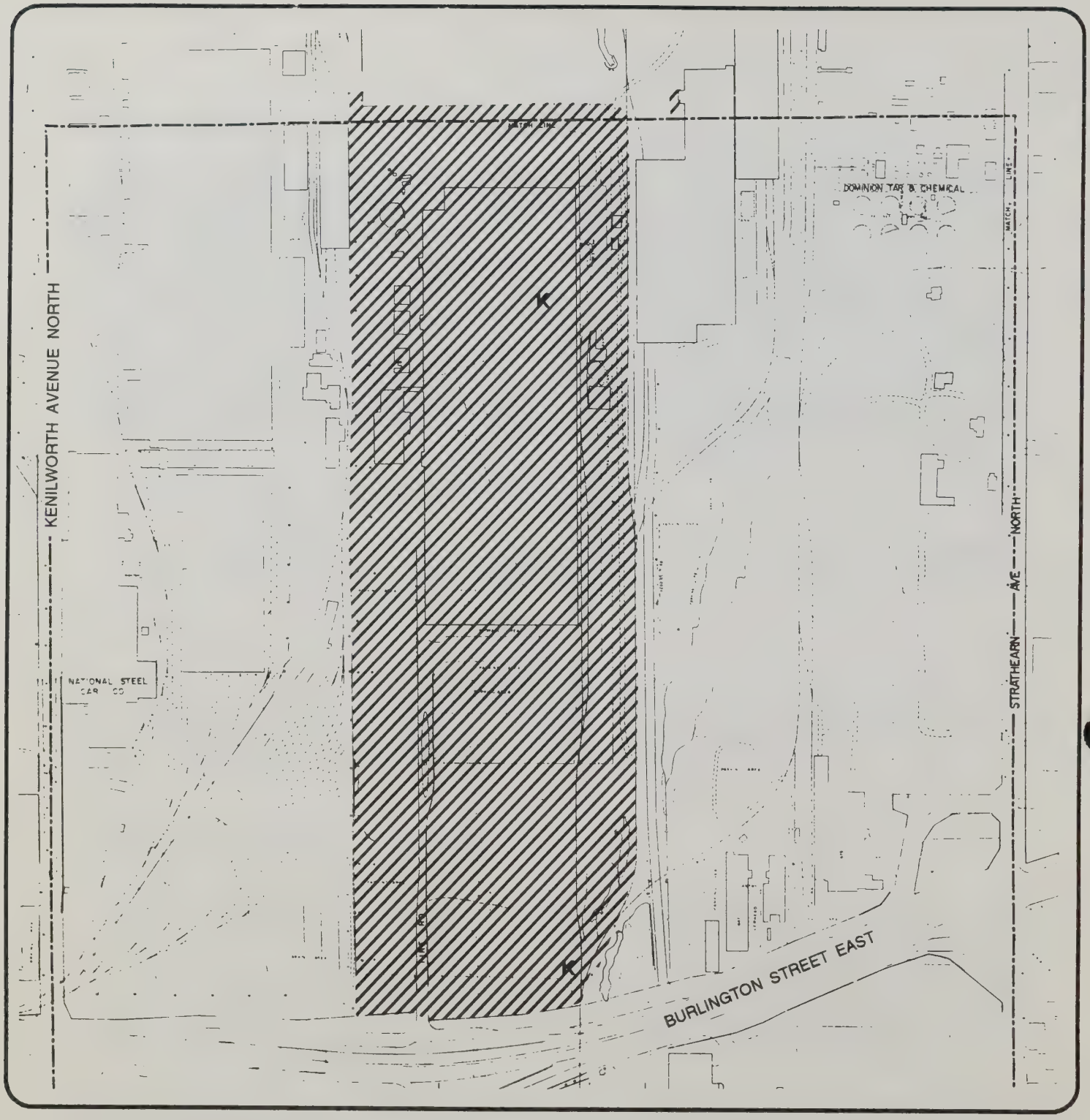
COMMENTS AND CONCLUSION:

The applicant is seeking to amend its existing Certificate of Approval to allow for the receipt of recyclable materials from throughout the Province of Ontario. The application was circulated to a number of municipal departments at the City and Region for comment and review. The Fire Department noted a "Notice of Violation" was issued in regard to portable fire extinguishers on propane powered lift trucks. All of the remaining responses indicated "no objection" to the proposal.

Accordingly, the recommendation indicates that the City has no objection to the proposed amendment to the Certificate of Approval provided the "Notice of Violation", attached as Appendix "A", has been satisfied.

KE/ke

n:\ke\97-03



City of Hamilton

Lands Subject to
Ministry of Environment
Certificate of Approval

ENV-MOECOA-97-03

Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	ENV-MOECOA-97-03
	Date	Drawn By
	December 1997	F.A.

JPV/bjr

File No. 1211

Ministry of the Solicitor General and Correctional Services
Ontario

Ministère du Solliciteur général et des Services correctionnels

Office of the Fire Marshal

Bureau du commissaire des incendies

Notice of Violation
Avis d'infraction

(WRITE FIRMLY - You are making 4 copies)
(ÉCRIRE EN APPUYANT - 4 exemplaires)

Fire Code
Code des incendies

Page 1 of / de 1

Issued to: (Name and address of owner)
Avancé contre: (Nom et adresse du/de la propriétaire)

Hamilton-Wentworth Third Sector Employment Enterprises, and Ron Barker, Executive Director, 1579 Burlington Street East, Hamilton

In accordance with the Fire Marshals Act, R.S.O. 1990, c.F.17, as amended a fire safety inspection was conducted at
Conformément à la Loi sur les commissaires des incendies, L.R.O. de 1990, chap. F.17, tel qu'il est modifié, les lieux situés à

FPPA, S.O. 1997, c.4

1579 Burlington Street East, Hamilton, Ontario

Property Address / Adresse

APPENDIX "A"

on November 25, 1997
ont été inspectés le _____ pour vérifier le dispositif de prévention des incendies.
(date)

The following violations of the Fire Code were noted at the time of inspection.
Les infractions suivantes au Code des incendies ont été relevées lors de l'inspection et décrites comme suit:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Violations / Description des infractions
1	3.4.2.6.	All fuel-fired industrial trucks are to be equipped with a 5BC or higher rated portable extinguisher.

If the above violations are not corrected by
Si en date du December 29, 1997
Date

, you will be prosecuted for failure to comply with the Fire Code.
vous n'avez pas remédié aux infractions susmentionnées, vous serez poursuivi(e) en justice pour inobservation des dispositions du Code des incendies.

Section 28, Clause (3)(b),(4),(5) and (6)

Subsection 19 (5) and (6) of the Fire Marshals Act
Les paragraphes 19 (5) et (6) de la Loi sur les commissaires des incendies :

Dated in Hamilton, Ontario this
1st day of December, 1997

(5) Every person who contravenes any provision of the fire code and every director or officer of a corporation who knowingly concurs in such contravention is guilty of an offence and on conviction is liable to a fine of not more than $25,000 or to imprisonment for a term of not more than one year or to both.

(6) Where a corporation is convicted of an offence under subsection (5), the maximum penalty that may be imposed upon the corporation is $500,000 and not as provided in subsection (5).

See attached Appendix FPPA (B) regarding penalties for non-compliance.

This Notice was served upon
by

Assistant to the Fire Marshal / Commissaire adjoint(e)

Inspector P. Harper

Signature

Date

Name of Fire Department / Nom du service des pompiers

Hamilton Fire Department

Address of Fire Department / Adresse du service des pompiers

55 King William Street, Hamilton, ON L8R 1A2

Distribution: Original and copy to Owner/Occupant — L'original et une copie au/à la propriétaire ou locataire
Copy to Fire Department file — Une copie au service des pompiers
Spare copy — Une copie supplémentaire

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 30
(ENV-MOECOA-97-04)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 799-800 Parkdale Avenue North/Industrial Sector "G" & "J"
Application for an Amendment to Certificate of Approval
No. A100145 for a Waste Disposal Site (Processing)
Philip Enterprises Inc.

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton objects to the arbitrary actions undertaken by the Ministry by issuing an Amendment to Certificate of Approval No. A100145 without the receipt of formal comments from the City of Hamilton;

b) That the MOE West Central Branch be requested to rescind Certificate of Approval No. A100145 until the following conditions are satisfied to ensure compliance with City of Hamilton concerns:

i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at 800 Parkdale Avenue North recognizing the prevailing industrial use;

ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated November 27, 1997 regarding extension of a hydrant system into the salvage portion of the property (attached as Appendix "A");

iii) compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids, as noted in correspondence from the Hamilton Fire Department dated October 24, 1997 (attached as Appendix "B");

iv) a copy of the "Emergency Response Plan" is forwarded to the Hamilton Fire Department;

v) an examination by the Ministry of the Environment of the possible negative environmental impacts with respect to a fire at this site resulting from chemical contaminants being washed into local water sources and/or down into the water table from fire fighting water; and

vi) that the proponent be advised that the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for "Open Space" spaces.

c) That a copy of this report be forwarded to the MOE West Central Branch for their immediate action;

d) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

e) That the MOE West Central Region be requested to forward a copy of the rescinded Certificate of Approval to the City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A "Certificate of Approval" is a legal requirement of the Ontario Ministry of the Environment for corporations and municipalities wishing to operate a Waste Disposal Site in the Province of Ontario. As part of their review process, the MOE requests affected municipalities to provide comments on the Certificate of Approval application. The MOE then makes a decision on the application on the basis of the comments received in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE.

The West Central Region of the MOE had received an application from Philip Enterprises Inc to amend its Provisional Certificate of Approval No. A100145 for a Waste Disposal Site (Processing) at 799-800 Parkdale Avenue North (see attached key map). "The Parkdale Waste Processing Facility" is used to recycle primarily commercial, industrial and institutional wastes. The facility receives, processes and ships many types of hazardous and non-hazardous wastes to recover materials for recycling or reuse.

The application was to reduce the size of the property currently licensed through MOE Certificate of Approval No. A100145 from 21.4 acres to 14.1 acres. The remaining 7.7 acre portion of the property was being dedicated to an "auto shredder" operation. The applicant had indicated that waste management activities would no longer be performed on the 7.7 acre parcel containing the auto shredder operation. The Ministry of the Environment has indicated that this "auto shredder" activity does not fall within their purview of a "Waste Disposal Site".

On December 23, 1997, the Ministry of Environment issued a "Notice of Amendment #1 to Provisional Certificate of Approval No. A100145" which approved the request of the applicant to reduce the size of the property currently licensed from 21.4 acres to 14.1 acres. This action was undertaken without the receipt of comments from both the City of Hamilton and the Region of Hamilton-Wentworth on the proposal. The usual procedure for the Ministry is to await the receipt of municipal comments and consider these comments in the overall evaluation of the proposed Certificate of Approval. It is not clear why Ministry of the Environment staff undertook this arbitrary action.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application was circulated to City Departments and Regional Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

"Please be advised that the Department of Public Works and Traffic has no comment respecting the subject application."

City - Building Department

"Please be advised of the following:

1. The lands to the west of Parkdale Avenue North are recognized as municipal #799 and the lands to the east of Parkdale Avenue North are recognized as municipal #800. It is therefore understood that Provisional Certificate of Approval A100145 will now only apply to 800 Parkdale Avenue North, while the auto shredder operation located at 799 Parkdale Avenue North is to be excluded from same Certificate of Approval.

2. Both 799 and 800 Parkdale Avenue North are located in a "K" District.

3. It appears the proposed auto shredder at 799 Parkdale Avenue North is to be built to encroach well over the westerly lot line.

4. The recognized industrial use at 800 Parkdale Avenue North requires six (6) loading spaces at 3.0m x 7.5m x 4.3m (high) to be provided for on site.

5. If the intention of this application is to create two separate parcels of land, then a land severance application is required."

City - Fire Department

"Our department has no objections to the proposed amendment provided the following requirements are complied with:

1. Compliance with the attached Notice of Violation regarding extension of a hydrant system into the salvage yard portion of the property.

2. Compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids (as reference in the attached correspondence dated October 24, 1997 to Philip Environmental Services Corporation).

(Copies attached as Appendix "A" and Appendix "B".)

The contents of our file indicate in the original Certificate of Approval for this site that there are no storm or sanitary sewers servicing the site and that all floor drains within the building have been plugged. There is also reference to an Emergency Response Plan for this site in the event of a spill. Be advised that our department does not have a copy of this Emergency Response Plan as required by the previously issued certificate. It should also be noted that in the event of a fire at the premises involving flammable and combustible liquids, use of fire fighting water could have a detrimental effect on the environment. Chemical contaminants could be washed into local water sources and/or down into the water table in the immediate vicinity of the fire. Also many of the components of the smoke generated by a fire involving combustible and flammable liquids could be carcinogenic and present health concerns for occupants in the vicinity of such a fire. The City of Hamilton may wish to consider obtaining some environmental expertise concerning the possible negative environmental impacts referenced with respect to a fire at this site before commenting to the Ministry of Environment and Energy on this application."

City - Planning and Development Department

The lands are situated in Industrial Sector "J" and "H" at the northern end of Parkdale Avenue North in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed reduction in the size of the property subject to Certificate of Approval No. A100145 on the subject lands does not conflict with the Hamilton Official Plan, provided all Provincial statutes and regulations in these matters are not contravened by the applicant.

On September 24, 1997, the Planning and Development Committee directed that lands formerly designated as "Special Policy Area - Windermere Basin" be redesignated to "Open Space". It is anticipated that a formal Official Plan Amendment will be submitted to the Planning and Development Committee in February. The lands immediately to the north and west of the subject property are intended to be designated as "Open Space". As such, it will be important for the applicant to recognize the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for Open Space purposes.

Region - Planning

"The site is located at the extreme north end of Parkdale Avenue and appears to be part of the Windermere Basin Study Area. The City of Hamilton Council recently approved a preferred scheme for this area based on open space designations. While the proposed does not conflict with the Regional Official Plan, comments should be obtained from the City of Hamilton specifically related to the Windermere Basin study."

Region - Solid Waste

"The proposed modification, to reduce the licensed property of 21.4 acres in size to 14.1 acres, would not alter the types of wastes received, processed, storage and reception capacities, or the wastes produced. The proposed modifications do not conflict with the Regional Solid Waste by-laws and policies."

Region - Regulatory Environmental Management

"Review of the application and a previous site visit conducted on August 7, 1997 indicates that the buildings used for storage of industrial wastes are completely contained, with no connections to Regional sewers. All floor drains within the building have been plugged.

Contingency plans for spills and clean up procedures are covered under the company's current Certificate of Approval.

The proposal appears to be acceptable from a sewer use standpoint providing that no wastewater will be discharged from this operation."

Region - Environmental Health

"It is our understanding that the area being removed from the Certificate of Approval was not actively used in the waste processing operation and that neither the nature nor the quantity of the waste handled will change.

The department has no objection to the application subject to the applicant satisfying all requirements of the Ontario Ministry of the Environment and the City of Hamilton Fire Department."

RECEIPT OF PUBLIC COMMENTS:

The nearest residential dwellings to this property are located approximately 2.0 kilometres to the south-east. Due to the technical nature of the application, a "public meeting/information workshop" was not held. As part of the Ontario Ministry of the Environment public participation process, the MOE has advised that no comments/concerns were received from individuals or businesses within 120m/400 feet of the subject lands at 799-800 Parkdale Avenue North.

REVIEW BY ENVIRONMENTAL ASSESSMENT STAFF ADVISORY COMMITTEE (EASAC):

This application was reviewed by EASAC at its meeting on January 23, 1998. No further issues were identified in regard to the proposed amendment to the Certificate of Approval.

COMMENTS AND CONCLUSION:

The applicant was seeking to amend its existing Certificate of Approval to reduce the size of the property currently licensed through MOE Certificate of Approval No. A100145 from 21.4 acres to 14.1 acres. The remaining portion 7.7 acres of the property was being dedicated to an "auto shredder" operation. The applicant had indicated that waste management activities would no longer be performed on the 7.7 acre portion containing the auto shredder. The application was circulated to a number of municipal departments at the City and Region for comment and review. Although the MOE issued the amendment to the Certificate of Approval on December 23, 1997 without the receipt of City comments, the Fire Department and Building Department identified several concerns with the proposal. The remaining responses indicated "no objection".

Accordingly, the recommendation indicates that the City requests the MOE to rescind the December 23, 1997 amendment to Certificate of Approval No. A100145, and reissue the amendment once the following conditions of the City of Hamilton have been satisfied:

i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at 800 Parkdale Avenue North recognizing the prevailing industrial use;

ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated November 27, 1997 regarding extension of a hydrant system into the salvage portion of the property;

iii) compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids, as noted in correspondence from the Hamilton Fire Department dated October 24, 1997;

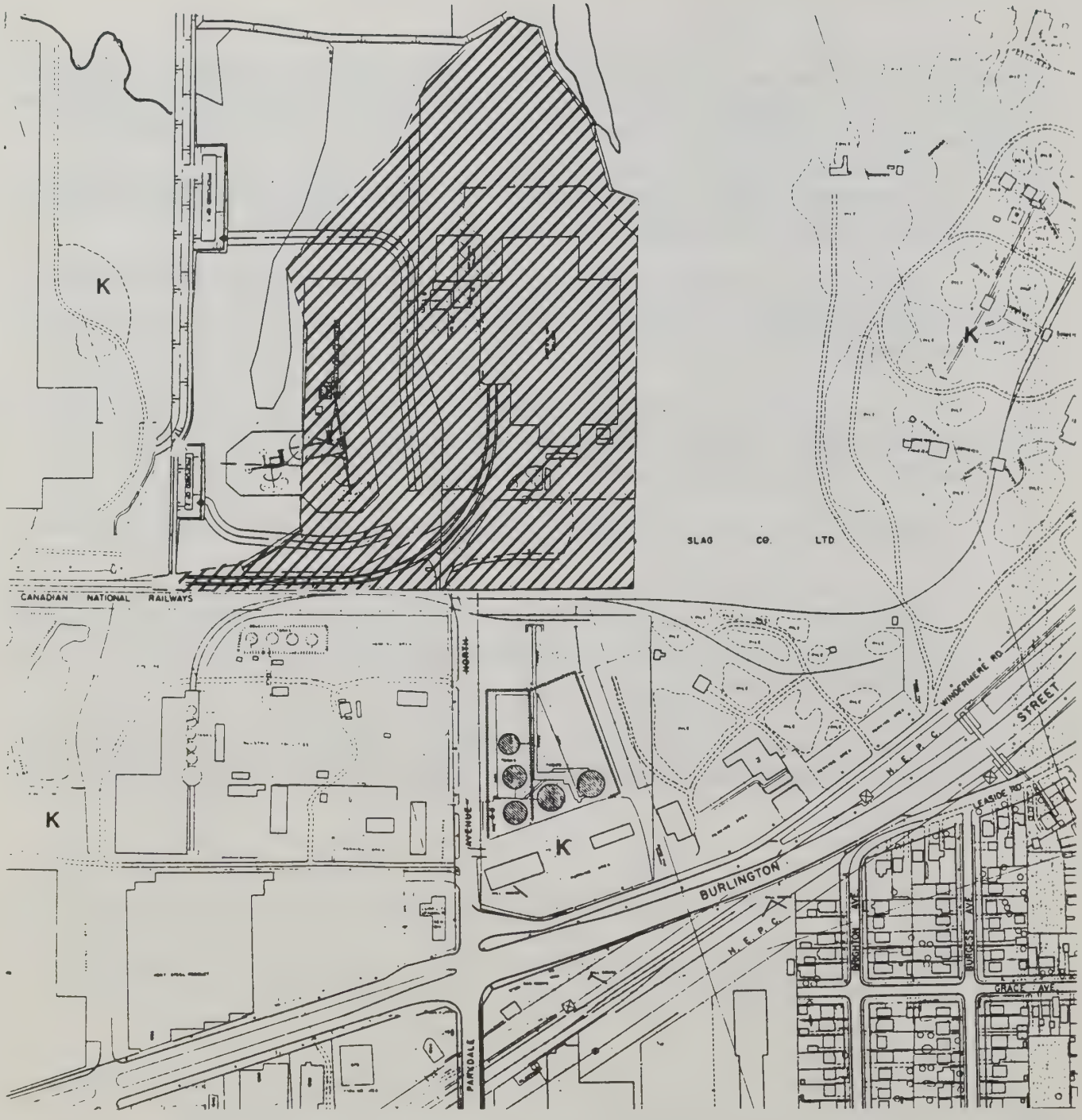
iv) a copy of the "Emergency Response Plan" is forwarded to the Hamilton Fire Department;

v) an examination by the Ministry of the Environment of the possible negative environmental impacts with respect to a fire at this site resulting from chemical contaminants being washed into local water sources and/or down into the water table from fire fighting water; and

vi) that the proponent be advised that the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for "Open Space" spaces.

KE/ke

n:\ke\97-04



City of Hamilton

Lands Subject to
Ministry of Environment
Certificate of Approval

ENV-MOECOA-97-04

Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	ENV-MOECOA-97-04
	Date	Drawn By
	December 1997	F.A.

JPV/bjr

Ministry of the Solicitor General and Correctional Services
Ontario

Ministère du Solliciteur général et des Services correctionnels

Office of the Fire Marshal

Bureau du commissaire des incendies

File No. 1544

Notice of Violation
Avis d'infraction

(WRITE FIRMLY - You are making 4 copies)
(ÉCRIRE EN APPUYANT - 4 exemplaires)

Fire Code
Code des incendies

Page 1 of / de 1

ed to: (Name and address of owner)
lancé contre: (Nom et adresse du/de la propriétaire)

Philip Environmental Services Corporation

and Philip Fracassi, President, 100 King Street West, Hamilton, Ontario L8P 1A2

In accordance with the [illegible] a fire safety inspection was conducted at
Conformément à la Loi sur les commissaires des incendies, L.R.O. de 1990, chap. F.17, tel qu'il est modifié, les lieux situés à

FPPA, S.O. 1997, c.4

799-800 Parkdale Avenue North, Hamilton, Ontario

Property Address / Adresse

APPENDIX "A"

on
ont été inspectés le November 21, 1997 pour vérifier le dispositif de prévention des incendies.
(date)

The following violations of the Fire Code were noted at the time of inspection.
Les infractions suivantes au Code des incendies ont été relevées lors de l'inspection et décrites comme suit:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Violations / Description des infractions
1	3.5.1.7.	Extend a hydrant system into the salvage yard so that all parts of the salvage yard can be reached by using not more than 60m of hose.

If the above violations are not corrected by
Si en date du January 26, 1998
Date

you will be prosecuted for failure to comply with the Fire Code.
vous n'avez pas remédié aux infractions susmentionnées, vous serez poursuivi(e) en justice pour inobservation des dispositions du Code des incendies.

Section 28, Clause (3)(b),(4),(5) and (6)

Subsection 19 (5) and (6) of the Fire Marshals Act
Les paragraphes 19 (5) et (6) de la Loi sur les commissaires des incendies :

Dated in Hamilton, Ontario this
27th day of November, 1997

(5) Every person who contravenes any provision of the fire code and every director or officer of a corporation who knowingly concurs in such contravention is guilty of an offence and on conviction is liable to a fine of not more than $25,000 for each day on which the contravention occurs or continues.

(6) Every corporation that contravenes any provision of the fire code is guilty of an offence and on conviction is liable to a fine of not more than $100,000 for each day on which the contravention occurs or continues.

See attached Appendix FPPA (B) regarding penalties for non-compliance.

This Notice was served upon

by

Assistant to the Fire Marshal / Commissaire adjoint(e)

Inspector P. Harper

Signature

Date

Name of Fire Department / Nom du service des pompiers

Hamilton Fire Department

Address of Fire Department / Adresse du service des pompiers

55 King William Street, Hamilton, ON L8R 1A2

Distribution: Original and copy to Owner/Occupant
Copy to Fire Department file

L'original et une copie au/à la propriétaire ou locataire
Une copie au service des pompiers

APPENDIX "B"

Hamilton Fire Department
Fire Prevention Bureau

City of HAMILTON

55 King William Street, Hamilton, Ontario. L8R 1A2
Tel. (905)546-3350 / Fax (905)546-3359

24 October 1997

Philip Environmental Services Corporation
and Philip Fracassi, President
100 King Street West
Hamilton, ON L8P 1A2

Dear Sir

RE: **799-800 Parkdale Avenue North**
Hamilton, Ontario

On October 6, 1997 during a reinspection at the above noted premises, an inspector from this department noted a large increase in the number of 45 gallon drums stored within the building. It was noted that many drums were labelled as containing a flammable liquid.

Please be advised that Part 4 of the National Fire Code deals with requirements for the storage, handling, use and processing of flammable and combustible liquids in buildings. It is your responsibility as owner of the premises to ensure compliance with this regulation. It is strongly recommended that you enlist the services of a professional engineer to ensure compliance.

Trusting to your cooperation in this matter.

Yours truly

J. R. Winn
Chief Fire Prevention Officer

JRW/bjr

NOTE: IF FURTHER INFORMATION IS REQUIRED, PLEASE CONTACT INSPECTOR C. CULLEN AT 546-3350.

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 30
(ENV-MOECOA-97-02)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 2380 Brampton Street/Nashdale Neighbourhood
Application for an Amendment to Provisional Certificate of
Approval No. A650025 for a Waste Disposal Site (Processing)
Hamilton Bio Conversion Inc.

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the proposed amendment to Provisional Certificate of Approval No. A650025, provided the following are satisfied:

   i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOE;

   ii) the proponent secures the necessary approval from the Air Approvals Branch of the Ministry of the Environment in regard to the upgrading of the existing emission control equipment to a 99% level of efficiency and physically installs the upgraded equipment; and,

   ii) a fire route and appropriate signage is provided as per correspondence dated 18 November 1997 from the Hamilton Fire Department to Thermo Tech Technologies Inc. (attached as Appendix "A").

b) That a copy of this report be forwarded to the MOE West Central Branch for their consideration;

c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

d) That the MOE West Central Region be requested to forward a copy of the final Provisional Certificate of Approval to the City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A "Certificate of Approval" is a legal requirement of the Ontario Ministry of the Environment for corporations and municipalities wishing to operate a Waste Disposal Site in the Province of Ontario. As part of their review process, the MOE requests affected municipalities to provide comments on the Certificate of Approval application. The MOE then makes a decision on the application on the basis of the comments received in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE.

The West Central Region of the MOE has received an application from Hamilton Bio Conversion Inc. to amend Provisional Certificate of Approval for a Waste Disposal Site (Processing) No. A650025 at 2380 Brampton Street (see attached key map). "The application is for the addition of 5 new storage tanks (size 16'x18.5' high) with associated pumps and mixers to be located in a 20' x 100' extended building. The purpose of these new storage tanks will be to assist in the prevention of a build-up of waste on the tipping bay floor during peak periods, which will aid in controlling fugitive emissions from the plant. A further improvement is that the building will also be extended to include a new 26'x46' maintenance area."

The proponent, Hamilton Bio-Conversion Inc., is in the business of waste conversion and waste management. The company is a developer of a patented process that rapidly converts organic waste into a high value feed supplement for the agricultural industry, or an organic fertilizer and soil conditioner for the fertilizer industry. The plant has been in operation since July, 1995 and processes various non-hazardous solid and liquid food wastes generated by fruit and vegetable wholesalers, retailers, bakeries and restaurants.

PREVIOUS AMENDMENT APPLICATION:

On August 15, 1997, MOE West Central Region issued part one of a two part amendment to Provisional Certificate of Approval for a Waste Disposal Site (Processing) No. A650025. Part one of this amendment allows the proponent to accept liquid and solid non-hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential wastewaste from throughout the Province of Ontario and allows the facility to operate on a 24 hour basis. Part two of this amendment, which is to be issued by MOE shortly, permits the proponent to accept up to a maximum of 278 tonnes of this same waste and expands the waste receipt area to include all provinces within Canada and the States of New York, Michigan, Pennsylvania and Ohio. At present, the proponent is allowed to receive 113 tonnes of waste on a daily basis while the average daily "through-put" design capacity of the equipment on site is rated at 181 tonnes per day.

This amendment was brought forward for discussion at the Transport and Environment Committee in April, 1997. As a result, City Council on April 29, 1997 (Section 34, 4th Report of the Transport and Environment Committee), indicated "that the City of Hamilton has no objection to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (processing) for the site located at 2380 Brampton Street, Hamilton on the condition that the MOEE revisit the Certificate of Approval in September, 1997 to ensure the remedial action taken by the proponents to mitigate odours is effective during the summer months...".

This condition was put in place after a number of odour complaints were raised by employees of adjacent businesses and received by the Regional Public Health Department and the MOE in 1996. In that year, the Regional Public Health Department received 12 odour complaints from employees in adjacent businesses, which were substantiated by Public Health inspectors. In 1997, the Regional Public Health Department received 2 odour complaints from employees in adjacent businesses but these complaints were not substantiated by Public Health inspectors.

The West Central Branch MOE has advised that the number of complaints received in 1997 was higher than in 1996. MOE staff noted that this was likely as a result of an increased amount of waste received on site. MOE staff further advised that the applicant is presently seeking a Certificate of Approval from the Air Approvals Branch for an upgrade of the existing emission control equipment to a 99% level of efficiency from the current 95% level of efficiency. MOE staff anticipate that this upgrade would capture a greater quantity of the fugitive emissions emanating from the facility.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application was circulated to City Departments and Regional Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

"Please be advised that the Department of Public Works and Traffic has no comment respecting the subject application."

City - Building Department

"Please be advised as follows:

1. 2380 Brampton Street is located in a "KK" District and is currently recognized as a recycling plant.

2. The recycling of non-hazardous waste, as described in the application for an amendment to the Certificate of Approval of a Waste Disposal Site, Section 4(e), is permitted.

3. This Department has no objection to the amendment to the current Certificate of Approval No. A650025 to permit the addition of five (5) new storage tanks and the expansion in size of the building for the housing of new processing and pollution control equipment and has already issued a building permit (BZ-97-1905) for the same on November 18, 1997."

City - Fire Department

"This department has reviewed the proposed amendment to the existing Certificate of Approval for the above noted site. A site inspection was conducted that revealed one requirement with respect to establishing a designated fire route for the subject property.

A letter outlining the requirement for a fire route is being forwarded to the owner of the company.

We will be following up on the requirement to ensure compliance with the fire route."

(Copy attached as Appendix "A".)

City - Planning and Development Department

The subject lands are situated in the Nashdale Neighbourhood in the east end of Hamilton. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed extension of the existing structure and the construction of the five new storage tanks on the subject lands does not conflict with the Hamilton Official Plan, provided all Provincial statutes and regulations in these matters are not contravened by the applicant.

Region - Planning

"Application to allow for a building extension and five new storage tanks does not conflict with the Regional Official Plan."

Region - Solid Waste

"The proposed modifications will not alter storage capacity, storage time, the types of wastes received and processed, or the wastes produced. The proposed modifications do not conflict with the Regional Solid Waste by-laws and policies."

Region - Regulatory Environmental Management

"Review of the application and a site visit conducted on November 21, 1997 indicates that the company will discharge only condensate wastewater from their evaporator to the Regional sanitary sewer.

Contingency plans for spills and clean up procedures are covered under the company's current Certificate of Approval.

The company has been notified that any wastewater to be discharged to sanitary sewers which originates from a source other than the Region's potable water distribution system will require a Sanitary Sewer Surcharge Agreement. An Overstrength Discharge Agreement may also be required should wastewater discharges from the site exceed Sewer Use By-law limits.

The non-hazardous nature of the materials processed should not present any foreseeable problems with regard to sewer use."

Region - Environmental Health

"The above-noted proposal has been reviewed by staff in this department who report that the proposed amendment is intended to facilitate installation of five new storage tanks. These tanks are intended to reduce the potential for fugitive emissions.

While we have noticed a marked reduction in the number of odour complaints attributable to Hamilton Bio Conversion, any additional action to further mitigate fugitive emissions should be beneficial. Consequently, this department has no objection to this application subject to the applicant satisfying all requirements of the Hamilton Fire Department and the Ontario Ministry of Environment."

RECEIPT OF PUBLIC COMMENTS:

The nearest residential dwellings to this property are located approximately 0.8 kilometres to the west across the Red Hill Creek Valley. Due to the technical nature of the application, a "public meeting/information workshop" was not held. As part of the Ontario Ministry of Environment public notification process, the MOE has advised that no comments/concerns were received from individuals or businesses within 120m/400 feet of the subject lands at 2380 Brampton Street.

REVIEW BY ENVIRONMENTAL ASSESSMENT STAFF ADVISORY COMMITTEE (EASAC):

This application was reviewed by EASAC at its meeting on January 23, 1998. No further issues were identified in regard to the proposed amendment to the Certificate of Approval.

COMMENTS AND CONCLUSION:

The applicant is seeking to amend its existing Provisional Certificate of Approval for "the addition of 5 new storage tanks (size 16'x18.5' high) with associated pumps and mixers to be located in a 20' x 100' extended building. The purpose of these new storage tanks will be to assist in the prevention of a build-up of waste on the tipping bay floor during peak periods, which will aid in controlling fugitive emissions from the plant. A further improvement is that the building will also be extended to include a new 26'x46' maintenance area."

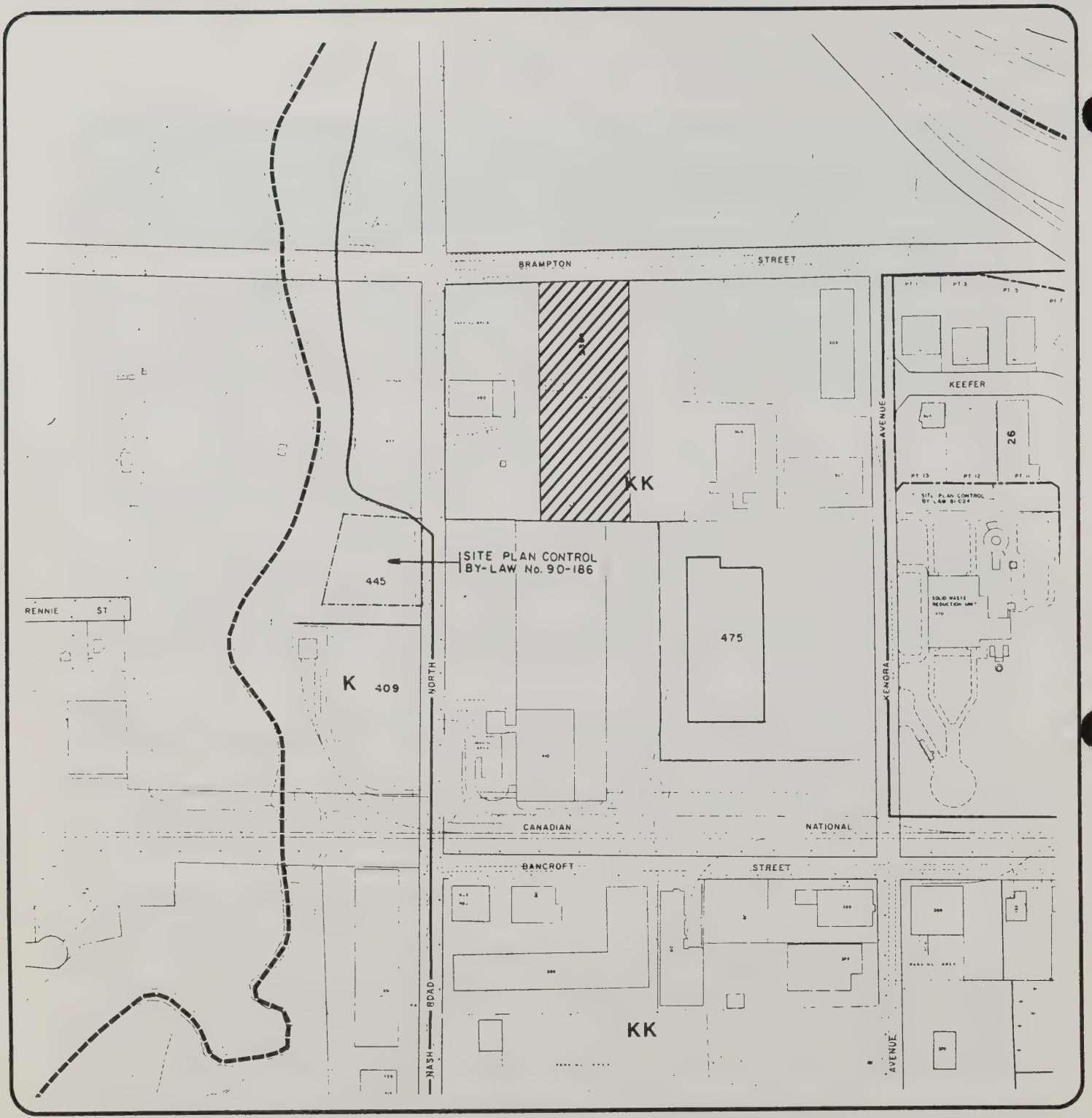
The application was circulated to a number of municipal departments at the City and Region for comment and review. The Fire Department noted a site inspection of the subject property revealed one requirement with respect to establishing a designated fire route for the subject property. All of the remaining responses indicated "no objection" to the proposal.

Recognizing that the level of odour complaints recorded by the MOE from employees of adjacent businesses did not diminish in 1997 as compared to 1996, it is important to ensure that emission control upgrade to a 99% level of efficiency from the present 95% level of efficiency is undertaken by the proponent.

Accordingly, the recommendation indicates that the City has no objection to the proposed amendment to the Certificate of Approval provided the establishment of a designated fire route, attached as Appendix "A", has been satisfied and the proponent secures the necessary approvals from the Air Approvals Branch of the Ministry of the Environment in regard to the upgrading of the existing emission control equipment to a 99% level of efficiency and physically installs the upgraded equipment.

KE/ke

n:\ke\97-02



City of Hamilton

Lands Subject to
Ministry of Environment
Certificate of Approval

ENV-MOECOA-97-02

Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	ENV-MOECOA-97-02
	Date	Drawn By
	December 1997	F.A.

APPENDIX "A"

Hamilton Fire Department
Fire Prevention Bureau

City of HAMILTON

55 King William Street, Hamilton, Ontario, L8R 1A2
Tel. (905) 546-3350 / Fax (905) 546-3359

18 November 1997

Thermo Tech Technologies Inc. and
Rene Branconnier, President
101-195 Country Court Boulevard
Brampton, Ontario
L6W 4P7

Dear Sir/Madam

Re: 2380 Brampton Street
Hamilton, Ontario

A survey of the buildings and surrounding property at the subject location has determined that a fire route as designated on the enclosed plan is necessary to provide easy access to and egress from the building(s).

Signs are to be installed/posted for the fire route in the following manner:

a) signs shall be posted on the building side of the fire route facing the flow of traffic at a 45 degree angle, 2.13m (7') above ground level and at distances so they can be clearly seen by the motorist and not more than 22.86m (75') apart, OR

b) "no parking" signs are to be mounted only in those locations specified on the enclosed plan

The "no parking" signs are to conform to the attached Appendix "A" and can be obtained from the list of suppliers supplied to you.

Compliance with the above requirements is expected within 60 days from the date of this correspondence. This department will conduct a re-inspection after the 60 day period expires.

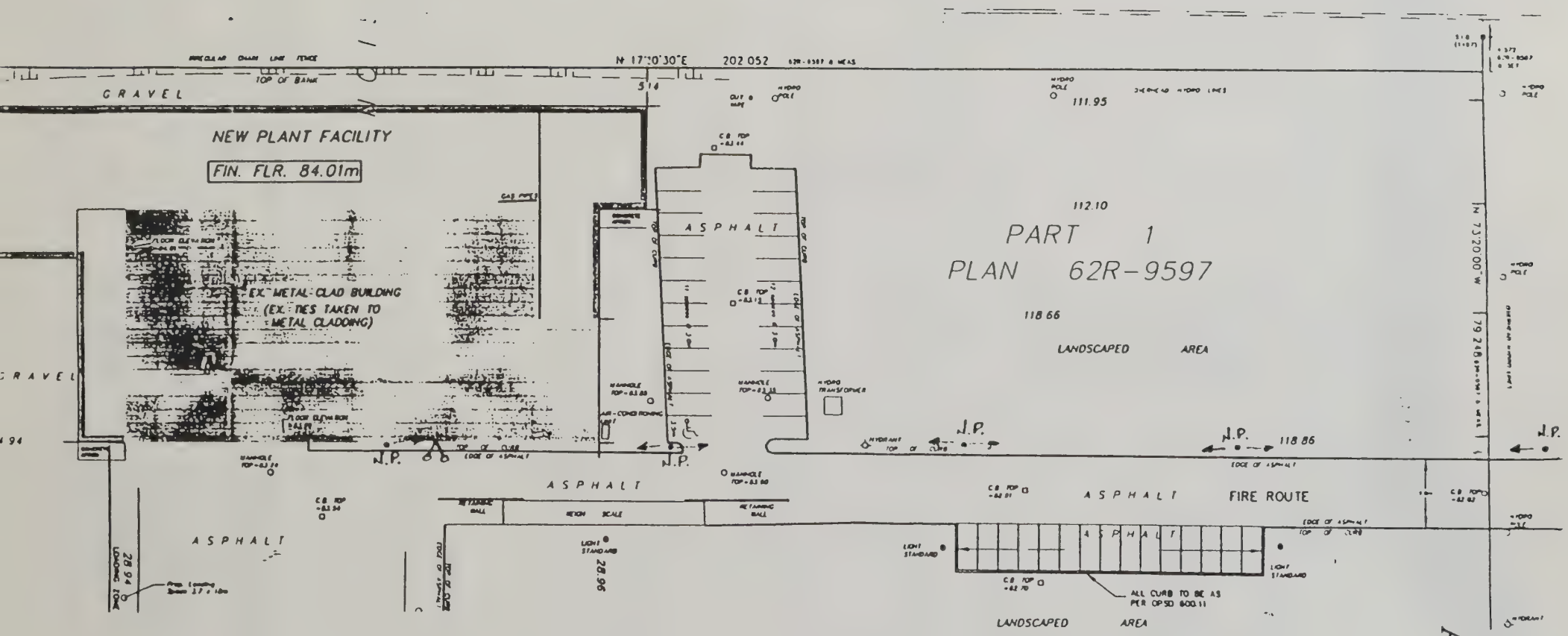
Yours truly

J. R. WINN
Chief Fire Prevention Officer

FGB/ggf
Enclosures

NOTE: IF FURTHER INFORMATION IS REQUIRED, PLEASE CONTACT FIRE SAFETY OFFICER J. VERBEEK AT 546-3350.

cc Hamilton Bio-Conversion Inc.
2380 Brampton Street
Hamilton, Ontario L8E 5V9
Attn: D. Branconnier



N.P. - No Parking
Fire Route
Signs.

APPENDIX "A"

METROPOLITAN PLANNING & ENGINEERING INC.
3370 SOUTH SERVICE ROAD
BURLINGTON, ONTARIO L7N 3M6
TELEPHONE: (905) 637-2926 FAX (905) 637-3268

February 8, 1998

Fax and Mail

Hamilton City Hall
71 Main Street West
Hamilton, Ontario
L8P 4Y5

Attention: Chairman and Transport & Environment Committee Members.

Dear Chairman and Committee Members:

Re: Application to Amend Provisional Certificate of Approval, Waste Processing Facility, No.A650025, Hamilton Bio Conversion Inc., 2380 Brampton Street, City of Hamilton, Regional Municipality of Hamilton Wentworth

Metropolitan Planning & Engineering Inc., a Burlington based Engineering and Planning firm, represent Hamilton Bio Conversion Inc. who are in the process of applying for an amendment to their existing Ministry of Environment Certificate of Approval A650025 for the processing of organic waste streams.

As you are aware through your staff report, Hamilton Bio Conversion Inc. has made an application to the Ontario Ministry of the Environment & Energy (MOEE) for an amendment to their existing Certificate of Approval and the application has been reviewed by your staff. Their report is scheduled to be discussed at the City of Hamilton Transport and Environment Committee meeting on February 16, 1998 and then tentatively scheduled for review by the Region's Environmental Service Committee on March 10, 1998.

The application requests the addition of five (5) new raw slurry storage tanks and an expansion in the size of the building for housing new processing and pollution control equipment.

Thermo Tech Technologies, Inc. (Thermo Tech) is in the business of waste conversion and waste management. The company has developed a patented process that rapidly converts organic waste into a high value feed supplement for the agricultural industry or as an organic fertilizer and soil conditioner for the fertilizer industry.

Hamilton Bio Conversion Inc. commenced operations at 2380 Brampton Street in July, 1995 and since that time has processed and therefore diverted from landfill some 54,000 tonnes of food type organic wastes.

905-637-3268 M. P. & E. INC. 436 P02 FEB 09 '98 17:25

The company's Thermo Master fermenter provides an engineered and carefully controlled fermentation environment in which thermophilic or "heat loving" bacteria thrive - efficiently and cost effectively - digesting and converting organic waste into valuable, marketable end products. The very high heat released from the degrading materials eliminates transferable diseases, unpleasant odours, weeds and antibiotics. The process results in a single cell protein, higher in nutritional content than the original organic waste prior to thermophilic processing.

The environmental benefits of the process include;

- Controls diseases spread from waste
- Controls weed spread from waste
- Reduces landfill leachate and biogas
- Reduces landfill odours, pests and vermin

The entire process occurs indoors including loading and unloading of incoming waste and outgoing end product. The building is under negative pressure at all times to prevent the escape of any potential odours.

Plant improvements, new process control and environmental control equipment that has been engineered and currently being installed includes:

- New evaporator system to eliminate off site disposal of liquid waste.

- New cyclone and venturi scrubber system to reduce particulate emission.

- New thermal oxidizer unit designed for 99% destruction efficiency of odourous volatile organic hydrocarbons. This high efficiency unit will treat the contaminated air from the tipping bay, dryer and tanks while the second existing unit at 95% efficiency will treat the cleaner process building air. The thermal oxidizer is a high temperature, natural gas fired, refractory lined unit with an operating temperature of 900°C. The combustion chamber is sized to provide a residence time of 0.75 seconds at maximum off gas flow. Air pollution control dispersion modeling has determined that odours from this operation will be controlled and will meet regulatory standards for this contaminant.

- Increase stack height to 27 meters to comply with good engineering practices.

- Increased number of plant air exchanges (from the current 1.5 to 6 air exchanges per hour) for improved air quality. Since the plant has been redesigned to allow for a 3 fold increase in air volumes throughout the plant (i.e. the number of plant air changes has increased from approx. 1.5 to 6 air changes per hour) this total air mass must be treated in the new enlarged thermal oxidizer. The new thermal oxidizer has been designed to treat 68,000 cubic feet per minute of gas flow whereas the existing unit was designed for

20,000 cubic feet per minute (i.e. a 3 fold increase). The total air flow to be treated is now 88,000 cubic feet per minute.

- Additional storage tanks located in extended building in order to minimize the amount of waste on the tipping bay floor during peaking periods and get it into tanks as soon as possible so there are no fugitive odours.

- Expansion of building from current size of 1,854 square meters to a total of size of 3,487 square meters. This expansion includes the addition of a third tipping bay which allows for increased inside working space, better maneuverable for washing totes and generally a better quality of service to the customer. Additional space was also required for the improved processing and environmental control equipment.

The total capital cost of this new facility is 10 million dollars, of which 3 million dollars is for environmental control equipment.

Significant advances have been made in 1997, not the least being that the company had its ten year anniversary, including the contracting of Dick Engineering, Toronto, a full service engineering firm to redesign the Hamilton Bio Conversion Inc. Plant including all equipment, process controls, environmental control systems and to generate a standard design for all new Thermo Master Plant sites. This reengineering task has now been completed and the retrofit program at Hamilton including the improvements made in the air handling, raw receiving, drying and environmental control systems are in the construction stages. We believe that the engineering team has found the right solutions to previous problems. By the summer of 1998 we expect that all phase 1 work which includes all the plant improvements noted in correspondence to the MOEE for application amendments will be operational (ie. new Thermal Oxidizer, venturi scrubber and cyclones, air handling, tankage and expanded building). The new evaporator which will eliminate the need for off site disposal of centrate and ensure that all solids entering the plant are captured as finished product, is currently being commissioned.

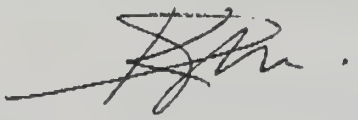
As stated the amendment application currently before the MOEE is for an expanded building and additional tankage. These are not significant changes to our operating permit but result in significant improvements.

We therefore request your support for these plant upgrades and odour control improvements in order to improve the neighborhood in which we work.

905-637-3268 M. P. & E. INC. 436 P04 FEB 09 '98 17:27

If you have any questions or concerns please call me or Charles Hailes at 637-2926.

Yours truly,



KG/jc

Karl Gonnsen, P.Eng.

cc:
City of Hamilton Transport and Environment Committee Members

Alderman Chad Collins-Chairman
Alderman Dave Wilson- Vice-Chairman
Mayor R. M. Morrow
Alderman Mary Kiss
Alderman Andrea Horwath
Alderman Bernie Morelli
Alderman Tom Jackson
Alderman Terry Anderson
Alderman Frank D'Amico

Lee VanBiesbrouck, MOEE
Ann Dykes, MOEE

905-637-3268 M. P. & E. INC. 436 P05 FEB 09 '98 17:27

4(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 2

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

RECOMMENDATION:

a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	Existing 1997	Proposed 1998
i)	Curb Only	$ 63.00	$ 73.00
ii)	Sidewalks Only	$ 98.00	$103.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$135.00	$149.00
iv)	Roadway Only	$245.00	$255.00
v)	Alleys	$111.00	$107.00
vi)	Roadway and Curbs only (Industrial Subdivisions)	$329.00	$336.00

b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Based on the 1997 actual average contract prices, increases ranging from two to sixteen percent are proposed for these rates. The exception is the rate for alleys which is proposed to decrease four percent. The increases are generally attributed to increases in unit prices for excavation, concrete and asphalt.

BACKGROUND:

The present local improvement rates were established by Council on January 28, 1997. The proposed 1998 rates reflect the changes in construction costs since the last rates were approved.

The 1998 rates have been established after reviewing actual 1997 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 1998. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/rb

c.c. A. C. Ross, City Treasurer
c.c. P. Noé Johnson, City Solicitor
Attn: L. Farr (Your file 40-61.2)

4 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed 1.5m Wide Asphalt Path, South Side of Lawrence Road Between Erin Avenue to Martin Road**

RECOMMENDATION:

1. That the Commissioner of Transportation be authorized and directed to construct a 1.5m wide asphalt path on the south side of Lawrence Road between Erin Avenue and Martin Road once all the necessary approvals are received, and

2. That the cost of the path estimated at $43,000 be charged to Account CF 5200 80945 3010 - Canada Ontario Infrastructure Works Program.

Dlobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

A petition signed by residents in the area of the proposed path was received by this department in late October 1997. Since the petition was not in the form required under The Local Improvement Act and was not signed by the affected abutting owners, a letter was sent to the four abutting owners to see if there was interest in initiating the construction of a concrete sidewalk as a local improvement. In order for a local improvement to be recommended for approval at least 2/3 of the abutting owners (in this instance three owners) would have to agree to pay the local improvement rate. We have been advised by three of the owners that they do not want to support the construction of a concrete sidewalk as a local improvement.

Council policy adopted on November 25, 1986 (Item 11 of the 20th Report of the Transport and Environment Committee) approved a procedure for handling requests for asphalt paths on road allowances. It reads in part "If the local improvement is not approved or is sufficiently petitioned against, then consideration be given to constructing an asphalt path utilizing funds available in the City's Current Budget. In these instances, Council approval to be obtained for each location."

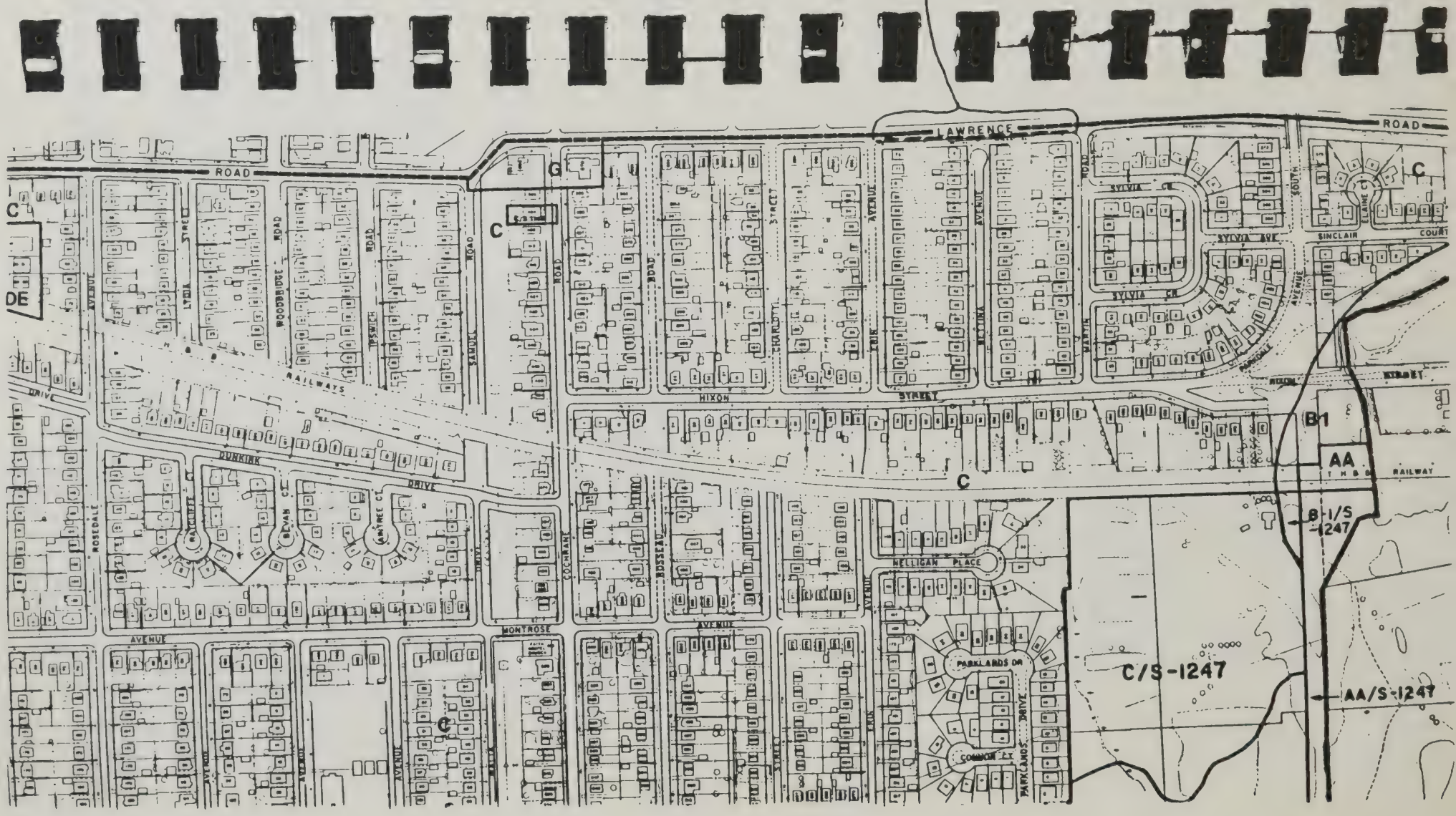
The location of the proposed path is shown on the attached plan. Due to the embankment and the presence of utility poles, it will be necessary to relocate the curb northerly to accommodate a 1.5m platform width for the path. It may be necessary for the Region to advertise a roadway alteration by-law for this change in the curb alignment. These works may be included in the Region's contract for the reconstruction of Lawrence Road between Kenilworth Avenue and Erin Avenue. The City's cost of associated sidewalk work was previously approved under the Canada-Ontario Infrastructure Program (COIW). Staff will request an amendment to the application to extend the limits of the sidewalk work to Martin Road to facilitate the construction of the asphalt path under the COIW Program.

RPM/rb
attach.

c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. Alderman C. Collins
c.c. Alderman F. Eisenberger
c.c. A. Ross, City Treasurer
Attn: N. Adhya
c.c. G. S. Aston, Manager, Road Programming, Roads Department

A-2

Location of proposed path.



4 (c)

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **All Way Stop Control Regulation**
Intersection of Locke Street North and Florence Street

DATE: 1998 January 29

Sub-joined is Section 79 of the First Report of the Transport and Environment Committee for 1998 which was reconsidered by City Council at its meeting held 1998 January 27 and referred back to the Transport and Environment Committee.

JJS/mjw

c. Alderman M. Kiss

Alderman M. Caplan

Doug Lobo
Commissioner of Public Works and Traffic
Attention: Marty Hazell
Manager of Community Traffic Services

"(a) That all-way stop control be implemented at the intersection of Locke Street North and Florence Street, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That staff be requested to report back in six months time on this issue or immediately if problems are encountered due to this intersection control."

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 October 07
File No. TEC-235-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Locke Street North and Florence Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Locke Street North and Florence Street, but that action be taken to improve the visibility of the existing stop signs on Florence Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

Sufficient funds are available in the 1997 Department budget to cover the cost of manufacturing, erecting and maintaining larger, left and right-hand stop signs and delineators for eastbound and westbound traffic.

BACKGROUND:

Alderman Mary Kiss has advised of a request that all-way stop control be implemented at the intersection of Locke and Florence. No specific concerns were mentioned regarding the operation of this intersection.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Florence is required to stop for northbound and southbound traffic on Locke. Records indicate that this intersection has experienced an average of 2.2 collisions per year over the past seven years. Approximately half of these collisions involved eastbound motorists who failed to either

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no significant collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

City Council, at its meeting held 1997 September 30, approved an all-way stop at Locke and Peter. Once implemented, northbound and southbound traffic on Locke would be required to stop one block (350 feet) north of the subject intersection at York and one block (300 feet) south of the subject intersection at Peter. Staff would consider an additional stop on Locke to be over-restrictive and unnecessary.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Locke and Florence.

CVB/MBH/klk


569
A/S·450
SITE PLAN CONTROL BY-LAW 80-013
YORK
D/S 450
A/S 450
H/S·481
SITE PLAN CONTROL BY-LAW 80-120
H/S·700
H/S·745
SITE PLAN CONTROL BY-LAW 80-013
E/S·481
H/S·520
H/S·745
H/S·481
SITE PLAN CONTROL BY-LAW 80-013
BOULEVARD
E/S·481
E·3/S·386
A/S·450
SITE PLAN CONTROL BY-LAW 80-082
D/S·450 & S·1043
A/S·450
SITE PLAN CONTROL BY-LAW 80-013
E·3/S·138
FLORENCE STREET
H/S·745
H/S·881B
H/S·481
E/S·450
H/S·745
PETER STREET
E/S·333
NAPIER STREET
E-3/S-1208a
J/S-1208a
MARKET STREET
MORDEN STREET
KING STREET WEST
CR·2
G·3
H/S·885
NORTH STREET
SOUTH STREET
AVENUE
STRATHCONA
LOCKE STREET
INCHBURY
CROOKS
MAGILL
RAY
OXFORD
GREIG
LITTLE GREIG ST.
PEEL STREET
WELLESLEY ST
PEARL STREET
KINNEAR ST
ST GEORGE'S SCHOOL CHURCH
STRATHCONA PUBLIC SCHOOL
VICTORIA PARK
ZION UNITED CHURCH
ERSKINE PRESBYTERIAN CHURCH
MOUNT ST JOSEPH CENTRE
GRAND LODGE
PARKING AREA

5.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Correspondence**
Hamilton Harbour Commissioners
Tenancy of CleanSoils Ltd.

DATE: 1998 January 29

Attached is correspondence dated 1998 January 7 from R. Scott Smith, Secretary to the Board of Commissioners, Hamilton Harbour Commissioners respecting the tenancy of CleanSoils Ltd. which Hamilton City Council at its meeting held 1998 January 27 referred to the Transport and Environment Committee.

JJS/mjw

Attachment

605 James St. N.
Hamilton, Ontario, Canada
L8L 1K1

Phone Numbers
Hamilton 905-525-4330
Inwats 1-800-263-2131

Fax Numbers
Administration 905-528-6282
General Office 905-528-6554

The Hamilton Harbour Commissioners

January 7, 1998

The Corporation of the City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attn: Mr. J.J. Schatz
City Clerk

Dear Mr. Schatz;

RE: Correspondence of December 12, 1997, CleanSoils Ltd.

Thank you for your letter of December 12, 1997, respecting Council's request for information on the tenancy of CleanSoils Ltd..

Council's request was discussed at the Commissioners Board meeting of December 19, 1997. After thorough discussion, the Board directed that its policy of refraining from disclosing the confidential business information contained in our leases be maintained. Therefore, without direction from the tenant in question, the Commissioners will be unable to comply with Council's request.

Council may wish to consider the alternative of requesting this information directly from CleanSoils Ltd.. Should CleanSoils wish to provide Council with the details of its lease, the Commissioners will make no objection.

Trusting the above is of assistance.

Yours Truly,
THE HAMILTON HARBOUR COMMISSIONERS

R. Scott Smith
Secretary to the Board of Commissioners

cc. Chairman P.J. Dillon
Commissioner L.L. Wilson
Commissioner B.K. Hinkley

OFFICE OF THE CITY CLERK
JAN 09 1998
REC. BY ... DATE ...
REF'D TO ... DATE ...
REF'D TO ... DATE ...
REF'D TO ... DATE ...
ACTION: FOR C.C.
REF TO T.E.C. COM

1997 December 12

R. Scott Smith
Port Counsel and Secretary
Hamilton Harbour Commission
Administration Building
605 James Street North
Hamilton, ON L8L 1K1

Dear Mr. Smith:

Re: **CleanSoils Ltd.**

Sub-joined is a copy of Section 82 of the First Report of the Transport and Environment Committee which was adopted by City Council at its meeting held 1997 December 11. As per sub-section (b), would you please provide Mr. Brian Hinkley with the details requested in order that he may forward the same to my attention.

Yours truly,

J. J. Schatz
City Clerk

JJS/KCC/mjw

c. Brian Hinkley
Harbour Commissioner

"(a) That the Ministry of Environment and Energy be requested to report to and update the Transport and Environment Committee on a regular basis, all complaints, charges, status of compliance and prosecution respecting the operation of CleanSoils Ltd.; and,

(b) That Mr. Brian Hinkley, Hamilton Harbour Commissioner, be requested to provide the City of Hamilton with the details of the Hamilton Harbour Commission lease to CleanSoils Ltd. for their site on Eastport Drive."

6 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Public Works & Traffic Department - Streets and Fleet Services Divisions 1998-2007 Provisional Capital Budget**

RECOMMENDATION:

1. That the attached capital projects from the Public Works and Traffic Department - Streets and Fleet Services Divisions be considered for inclusion in the ten year 1998-2007 Provisional Capital Budget, and

2. That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

The attached Tables 1, 2 and 3 show the 1998-2007 Provisional Capital Budget Program for the Streets and Fleet Services Divisions of the Public Works and Traffic Department. The following is a brief summary of the Capital Budget submission for the Streets and Fleet Services Division of the Department of Public and Traffic.

TABLE 1

1.0 Downtown Hamilton Improvement Plan - Phase II $3,042,000

The project is a continuance of Phase I to create a fresh or renewed downtown. The proposed works include Core Heritage 2000, building improvements, reconstruction of sidewalks along King Street, landscaping improvements, public art program, maintenance practise improvements, enhanced flower displays, special events, etc. The limits of the project are on King Street between Mary and Wellington Streets.

5.0 City's Share of Locals - Residential $250,000
This represents the City's share of local improvements for first-time construction of roads, curbs, sidewalks or alleys in established residential areas.

8.0 Roadways and Sidewalks - Reconstruction Program $6,519,000
This is the annual reconstruction program for roads, curbs and sidewalks in established areas. It is prepared utilizing the Pavement Management System developed for the City by Infrastructure Management Services Ltd. All work is co-ordinated with sewer, water and other underground and overhead utilities.

11.0 Westerly Gateway - Main Street West $120,000
This project involves decorative lights and poles on Main Street West between Locke and Dundurn Streets. The implementation of this project would continue the decorative lights and poles presently installed between Queen and Locke Streets.

12.0 Centennial Parkway Reconstruction $2,630,000
The project includes the reconstruction of roads, curbs and sidewalks between Queenston Road and Goderich Road. The work will also entail reconstructed traffic islands with associated irrigation systems for flower beds, construction (local improvements) of sidewalks where they presently do not exist and the provision of a pedestrian tunnel beneath the CN Rail embankment north of Barton Street. A continuous pedestrian link will be provided between Queenston Road and Confederation Park.

13.0 Guise Street Reconstruction - Bay to Caroline Streets $1,735,000
The project involves the reconstruction of roads, curbs, sidewalks and streetscaping to connect major waterfront park lands.

TABLE 2

1.0 Owner's Share of Locals - Residential $600,000
This is the property owner's share of the local improvement cost for first-time construction of roads, curbs, sidewalks or alleys in established residential areas.

TABLE 3

1.0 Vehicle Replacement Program - $2,530,000
The purpose is to have an efficient and effective yearly vehicle replacement program for the City fleet. The program is funded by the equipment replacement reserve. Vehicles make yearly payments to replenish the reserve and to fund future replacements. The vehicle replacement program ensures that the City's fleet meets the required Government standards as well as providing the most effective and efficient fleet for the various user departments.

3.0 Drive Clean Program - $95,000
Mandatory emissions testing and maintenance will be in effect in the summer of 1998. This project will purchase the tools and equipment to perform the mandatory Government inspections.

RPM/rb
attach.

c.c. N. Adhya, Treasury

The Corporation of the City of Hamilton

1998–2007 Provisional Capital Budget Program

Schedule "A"

Projects By Department

(Thousands of Dollars)

First Draft

PROJ NO. (1)	DEPT (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (City's Cost) 1998 (8)	1999 (9)	2000 (10)	2001 (11)	2002 (12)	2003 (13)	2004 (14)	2005 (15)	2006 (16)	2007 (17)	NATURE OF FUNDING (18)	Annual DEBT Charges (19)	Annual Operating COST (20)
		PUBLIC WORKS & TRAFFIC – STREETS 24-12-97																	
1.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN – PHASE II	1998	1998	3,042		3,042												55
2.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN – PHASE III	1999	1999	3,144	100		3,044											44
3.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN – PHASE IV	2000	2000	2,833	217			2,616										101
4.0	PWD-S	DOWNTOWN HAMILTON IMPROVEMENT PLAN – PHASE V	2001	2001	2,311					2,311									25
5.0	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	1998	1998	250		250												
6.1	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	1999	1999	250			250											
6.2	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2000	2000	250				250										
6.3	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2001	2001	250					250									
6.4	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2002	2002	250						250								
7.1	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2003	2003	250							250							
7.2	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2004	2004	250								250						
7.3	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2005	2005	250									250					
7.4	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2006	2006	250										250				
7.5	PWD-S	CITY'S SHARE OF LOCALS – RESIDENTIAL	2007	2007	250											250			
8.0	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	1998	1998	6,519		6,519												
9.1	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	1999	1999	7,546			7,546											
9.2	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2000	2000	7,991				7,991										
9.3	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2001	2001	8,630					8,630									
9.4	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2002	2002	8,890						8,890								
10.1	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2003	2003	9,160							9,160							
10.2	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2004	2004	9,445								9,445						
10.3	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2005	2005	9,739									9,739					
10.4	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2006	2006	10,031										10,031				
10.5	PWD-S	ROADWAYS AND SIDEWALKS RECONSTRUCTION PROGRAM	2007	2007	10,332											10,332			
11.0	PWD-S	WESTERLY GATEWAY – MAIN STREET WEST	1998	1998	120		120												6
12.0	PWD-S	CENTENNIAL PARKWAY RECONSTRUCTION	1998	1998	2,630		2,630												126

The Corporation of the City of Hamilton

1998–2007 Provisional Capital Budget Program

Schedule "A"

Projects By Department

(Thousands of Dollars)

First Draft

PROJ NO. (1)	DEPT (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (City's Cost) 1998 (8)	1999 (9)	2000 (10)	2001 (11)	2002 (12)	2003 (13)	2004 (14)	2005 (15)	2006 (16)	2007 (17)	NATURE OF FUNDING (18)	Annual DEBT Charges (19)	Annual Operating COST (20)
13.0	PWD–S	GUISE STREET – BAY TO CAROLINE – RECONSTRUCTION	1998	2000	1,735	320	1,415												10
14.1	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2001	2001	50					50									
14.2	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2002	2002	50						50								
14.3	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2003	2003	50							50							
14.4	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2004	2004	50								50						
14.5	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2005	2005	50									50					
14.6	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2006	2006	50										50				
14.7	PWD–S	CONSTRUCTION – MAINTENANCE OF CITY'S PARKING LOTS	2007	2007	50											50			
15.0	PWD–S	IMPLEMENTATION OF '97 CORKTOWN NEIGHBOURHOOD PLAN PHASE I	1999	1999	50			50											
16.0	PWD–S	ENHANCED STREETSCAPING	1999	1999	36			36											19
17.0	PWD–S	WATER TRUCK – TRAFFIC ISLAND PROGRAMME	1999	1999	68			68											9
18.1	PWD–S	ENHANCED STREETSCAPING	2000	2000	36				36										6
18.2	PWD–S	ENHANCED STREETSCAPING	2001	2001	36					36									6
19.0	PWD–S	BEASLEY NEIGHBOURHOOD PLAN IMPLEMENTATION	2003	2003	93							93							2
20.0	PWD–S	MOTOR VEHICLE REQUIREMENTS – SIGNALS AND HOISTS	2006	2006	72										72				
21.0	PWD–S	FORESTRY RENOVATION – UPPER OTTAWA YARD	2006	2006	90										90				
22.0	PWD–S	FERGUSON AVE IMPLEMENTATION PEDESTRIAN/BIKE LINK PHASE II	2007	& After	3,121											3,121			61
23.0	PWD–S	HUGHSON ST. REDEVELOPMENT – PHASE II	2007	& After	765											765			27
24.0	PWD–S	CORKTOWN NEIGHBOURHOOD PLAN IMPLEMENTATION – PHASE II	2007	& After	2,500											2,500			50
25.0	PWD–S	CONSTRUCT SERVICE GARAGE – BRAMPTON YARD	2007	2007	1,284											1,284			
26.0	PWD–S	DOWNTOWN HAMILTON IMPROVEMENT PLAN – PHASE VI	2002	2006	250						50	50	50	50	50				0
	Sub–total	*Public Works & Traffic – Streets* (*Net City Costs* 114,712)			115,349	637	13,976	10,994	10,893	11,277	9,240	9,603	9,795	10,089	10,543	18,302		0	547
		1997–2006 Capital Budget			80,839	*0*	*6,769*	*7,796*	*8,241*	*8,930*	*9,226*	*9,528*	*9,745*	*10,039*	*10,565*	*0*			
		Over/(Under)			*34,510*	*637*	*7,207*	*3,198*	*2,652*	*2,347*	*14*	*75*	*50*	*50*	*(22)*	*18,302*			

The Corporation of the City of Hamilton

1998–2007 Capital Budget Program

Schedule "A"

Projects By Department

(Thousands of Dollars)

First Draft

PROJ NO. (1)	DEPT (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (City's Cost) 1998 (8)	1999 (9)	2000 (10)	2001 (11)	2002 (12)	2003 (13)	2004 (14)	2005 (15)	2006 (16)	2007 (17)	NATURE OF FUNDING (18)	Annual DEBT Charges (19)	Annual Operating COST (20)
1.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS–RESIDENTIAL	1998	1998	600		600												
2.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS–RESIDENTIAL	1999	2002	2,580			615	634	656	675								
3.0	PWD	OWNERS SHARE OF LOCAL IMPROVEMENTS – RESIDENTIAL	2003	2007	3,683							694	715	736	758	780			
Sub–total Owners' share of Locals		*(NET OWNERS' COST – 6,863)*			6,863	0	600	615	634	656	675	694	715	736	758	780			

The Corporation of the City of Hamilton

1998–2007 Capital Budget Program

Schedule "A"

Projects By Department

(Thousands of Dollars)

First Draft

PROJ NO. (1)	DEPT (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (City's Cost) 1998 (8)	1999 (9)	2000 (10)	2001 (11)	2002 (12)	2003 (13)	2004 (14)	2005 (15)	2006 (16)	2007 (17)	NATURE OF FUNDING (18)	Annual DEBT Charges (19)	Annual Operating COST (20)
		PUBLIC WORKS & TRAFFIC – FLEET SERVICES 25-11-97																	
1.0	PWD–F	VEHICLE REPLACEMENT PROGRAM	1998	1998	2,530		2,530												
2.1	PWD–F	VEHICLE REPLACEMENT PROGRAM	1999	1999	2,606			2,606											
2.2	PWD–F	VEHICLE REPLACEMENT PROGRAM	2000	2000	2,684				2,684										
2.3	PWD–F	VEHICLE REPLACEMENT PROGRAM	2001	2001	2,764					2,764									
2.4	PWD–F	VEHICLE REPLACEMENT PROGRAM	2002	2002	2,847						2,847								
2.5	PWD–F	VEHICLE REPLACEMENT PROGRAM	2003	2003	2,933							2,933							
2.6	PWD–F	VEHICLE REPLACEMENT PROGRAM	2004	2004	3,021								3,021						
2.7	PWD–F	VEHICLE REPLACEMENT PROGRAM	2005	2005	3,111									3,111					
2.8	PWD–F	VEHICLE REPLACEMENT PROGRAM	2006	2006	3,205										3,205				
2.9	PWD–F	VEHICLE REPLACEMENT PROGRAM	2007	2007	3,301											3,301			
3.0	PWD–F	DRIVE CLEAN PROGRAM	1998	1998	95		95												
	Sub–total	*Public Works & Traffic – Fleet Serv.*	*(Net City Costs*	29,097)	29,097	0	2,625	2,606	2,684	2,764	2,847	2,933	3,021	3,111	3,205	3,301			0
		1997–2006 Capital Budget			25,701	*0*	*2,530*	*2,606*	*2,684*	*2,764*	*2,847*	*2,933*	*3,021*	*3,111*	*3,205*	*0*			
		Over/(Under)			*3,396*	*0*	*95*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3,301*			

6(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 30
File No. TEC-048-98 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Traffic Division Projects, 1998-2007 Capital Budget

RECOMMENDATION:

(a) That the attached Capital Projects of the Department of Public Works and Traffic, Traffic Division, be considered for inclusion in the ten year 1998-2007 Provisional Capital Budget Program; and,

(b) That these Capital Projects be reviewed by the Corporate Management Team for consideration by the Committee of the Whole and City Council.

D Lobo .

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Two of the projects recommended in this report are ongoing and annual funding is suggested. The projects were improved for inclusion in the Capital Budget in 1996 and 1997 and provisionally for 1998 and subsequent years.

BACKGROUND:

The Traffic Division proposes three Capital Budget projects for the 1998-2007 Capital Budget. A brief explanation and description follows.

1. Traffic Sign Replacement

With the 1995 revisions to the Ontario Manual of Uniform Traffic Control Devices, certain signs (including stop signs, one-way arrows, hazard markers, etc.) must be manufactured using a higher grade of reflective sheeting. This is the material which reflects headlight beams back to the driver at night.

Not only must all new signs be manufactured using this material, but all existing signs must be upgraded by the year 2002. As six years is far earlier than normal replacement would require, a program must be undertaken to specifically remove and replace the necessary signs in order to meet the provincial schedule.

A brief survey of other municipalities found that all municipalities intend to comply with the regulations. As well, there is a parallel program for Regional roads, which commenced in 1996. Therefore, failure to undertake the program to meet the provincial requirements would leave Hamilton in an undesirable position from the point of view of liability.

The City's program started in 1995. It is planned to replace 15 to 20 percent of signs annually. The Capital Budget program was approved as well for 1996 and 1997, and the recommendation is to continue the program until all signs have been converted to the new standard.

2. Traffic Signal Installation and Traffic Signal Modernization

At the request of Alderman Jackson, an investigation was performed on the intersection of Crockett and East 36th. It was found that a large number of pedestrians cross at this intersection, substantial delay was being experienced by the pedestrians, and even with the school crossing guard remaining in place, the intersections scored 96 points. As such, a pedestrian priority signal is recommended for installation at this location in 1998.

In addition, the Traffic Division, on behalf of the Regional Roads Department, is undertaking a large scale project to upgrade the basic control units which operate all traffic signals in the Region. This has become necessary, as the old fashioned equipment which presently operates our traffic signals has become unreliable, and the parts necessary for repair have become virtually unobtainable. The Regional program is based on replacing all traffic control units over the next five to six years. A similar program has been undertaken to provide the same improvements at intersections operated under City jurisdiction. There are approximately 20 traffic signals under City jurisdiction and four of these were upgraded in 1996 and four in 1997.

It is recommended that funding be put in place for the proposed pedestrian priority signal and to modernize three traffic control locations in 1998.

3. Inventory Control Computer System

Approximately five years ago, the Traffic Division converted from manual control of inventory to a computerized system. As well as allowing for better tracking of stock, the system greatly reduced the requirements for stock counting at year end, saving approximately 12 to 15 man days on this activity.

The present software is a slightly modified version of the same software used by the HSR to control inventory of bus parts. Support is provided by Information Services staff working from the Regional Transportation Division.

It has been identified that this software is not year 2000 compliant. The Regional Transportation Division has already decided to replace the software which they use. This leaves the Traffic Division three choices: modify the existing package, adopt the package which the Regional Transportation Division will be purchasing and incorporate the economies of scale inherent in that transition, or find an alternate software package. The first option was eliminated as it was found to be prohibitively expensive to modify the software. The Capital Budget estimate has been based on the second option, but prior to committing to this option, alternative packages which might be in use in the City and Region will be investigated. A possible candidate is a module from the new financial/human resources package which the City is presently investigating. There is a possibility with the last option of substantially lower cost, as well. However, since the capabilities of the inventory modules in the last option are unknown, and there may be licensing costs in any case, it is appropriate for the Committee to endorse the basic concept of replacing the inventory control software in the Traffic Division with the understanding that the cost will not exceed $50,000.

It is therefore recommended that the above projects be endorsed by the Transport and Environment Committee and forwarded to the Corporate Management Team for consideration within the Capital Budget preparation.

HLS/klk

c.c. Allan Ross, Treasurer, Treasury Department
c.c. N. R. Adhya, Manager of Accounting, Treasury Department

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Department of Public Works and Traffic, Traffic Division

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Traffic Sign Replacement
   (b) Type of Project Replace signs to upgrade reflectivity
   (c) Location Across entire City of Hamilton
   (d) Scope/Description of Work The Ontario Manual of Uniform Traffic Control Devices was revised in May of 1995. This manual of provincal standards now requires certain signs (including stop signs, one-way arrows, hazard markers, etc.) to be manufactured with a higher grade of reflective sheeting. The manual also dictates that all **existing** signs be upgraded by 2002. Since the average lifespan of a sign in Hamilton is 12-15 years, it is not possible to replace signs only as they become damaged or worn - the signs must be replaced in a formal program.
   (e) Remarks The replacement program was started in 1995 and proposes to replace about 16% of the signs annually. The Region is undertaking a similar program at an annual cost of $87,000.

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department _____
   (b) Project Name _____
   (c) Start Year _____
   (d) Net City Cost $ _____

4. **DEPARTMENT PRIORITY ORDER:** # 1 of 3

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:
As noted, the change to the Provincial standard dictates that the signs must be upgraded by the deadline imposed. If project not undertaken, safety may be lower due to less visible signs. There is liability risk is associated with not following the direction of the Manual of Uniform Traffic Control Devices - especially if the upgrades are made to signs in adjacent municipalities and to signs on Hamilton-Wentworth Regional roads but the upgrades are not made to signs on City streets.

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR) _____
   (b) COMPLETION DATE (YEAR) _____
   (c) GROSS COST $ _____

7. **PROJECT:**

(a)	START DATE (YEAR)	1998
(b)	COMPLETION DATE (YEAR)	2001
(c)	GROSS COST (Start Year Dollars)	$ 300,000
(d)	LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) Subsidies are no longer available	$ 0
(e)	LESS OTHER RECEIPTS (Specify) _____	$ 0
(f)	NET CITY'S COST	$ 300,000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1997-2006 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 75,000	- 2003	$
- 1999	$ 75,000	- 2004	$
- 2000	$ 75,000	- 2005	$
- 2001	$ 75,000	- 2006	$
- 2002	$	- 2007	$

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ ____
Building Operations & Maintenance $ ____
Other (specify) ____ $ ____

GROSS COST (All Inclusive) $ (4,000)

(b) LESS RECOVERY/REVENUE (specify) ____ $ ____

(c) NET CITY'S COST $ (4,000)

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Hart Solomon
(b) Basis of assumptions Cost of materials, labour, vehicle use estimated from previous work

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes X; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 73.1-73.5

(b) AT CITY'S COST OF $ 75,000 annually

(c) SCHEDULED TO START IN THE YEAR 1997-2001

H Solomon. 18th Dec. 97.

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: ____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ ____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ ____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Department of Public Works and Traffic, Traffic Division

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Traffic Signal Installation/Upgrades
   (b) Type of Project New pedestrian signal/upgrading of traffic signal control units
   (c) Location Various across City of Hamilton
   (d) Scope/Description of Work 1) Installation of Pedestrian Priority Signal at Crockett and East 36th. 2) Modernization of three or four traffic signals in 1998 and subsequent years. This program operates in parallel with a major replacement program on Regional roads. The signal control units have reached the end of their effective life, and replacement parts are no longer available. The units must be replaced before it is impossible to repair them. The replacement will ensure compatibility with the new operating system planned for the Regional system.
   (e) Remarks Controller replacement program started in 1996. The Region is funding a parallel program with an annual expenditure (1998) of $557,000.

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department _____
   (b) Project Name _____
   (c) Start Year _____
   (d) Net City Cost $_____

4. **DEPARTMENT PRIORITY ORDER**: # 2 of 3

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	Yes
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:
The pedestrian priority signal meets Council approved criteria and will assist pedestrian crossings. The upgrades are required to keep the traffic signals operating, and for compatibility with new master control system funded by the Region. If project is not undertaken, traffic signals would eventually become inoperative and unrepairable. Safety and liability implications would be associated with these failures.

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR) _____
   (b) COMPLETION DATE (YEAR) _____
   (c) GROSS COST $ _____

7. **PROJECT**:
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 2007
   (c) GROSS COST (Start Year Dollars) $ 62,000-80,000 annually
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) No longer available $ 0
   (e) LESS OTHER RECEIPTS (Specify) _____ $ 0
   (f) NET CITY'S COST $ 62,000-80,000 annually

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 62,000	- 2003	$ 72,000
- 1999	$ 64,000	- 2004	$ 74,000
- 2000	$ 66,000	- 2005	$ 76,000
- 2001	$ 68,000	- 2006	$ 78,000
- 2002	$ 70,000	- 2007	$ 80,000

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ 0

(b) LESS RECOVERY/REVENUE (specify) _____ $ 0

(c) NET CITY'S COST $ 0

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name _____
(b) Basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes X; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 74.0 to 74.9

(b) AT CITY'S COST OF $ 60,000 (1997)
$ 78,000 (2006)
annually

(c) SCHEDULED TO START IN THE YEAR 1997-2006

Signature of Department Head/
Local Board Manager

Dec 18th 97.
Date

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST ~~OF~~ RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD:** Department of Public Works and Traffic, Traffic Division

2. **PROJECT SUMMARY:**
   (a) Name (max. of 45 characters) Inventory Control Software
   (b) Type of Project Software Replacement - Year 2000 Requirement
   (c) Location Traffic Operations Centre
   (d) Scope/Description of Work Replace existing software package which is not year 2000 compliant. Existing software is part of HSR package which will be replaced by the Region in 1998. The City's cost is the cost of additional licences and training only. The minimum number of concurrent users is four (eight users have system access), and budgeting is based on the minimum.
   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS:**
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER:** # 3 of 3

5. **PROJECT JUSTIFICATION ("Yes" or "No"):**

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	No
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:
The existing system will not operate after January 1, 2000. A system is necessary to track the 1,500 parts, 3,000 transactions and $1.5 million in stock; as well, it saves $5,000 to $10,000 per year by eliminating stock counting costs.

6. **FEASIBILITY STUDY:**
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT:**
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 1998
   (c) GROSS COST (Start Year Dollars) $ 50,000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 50,000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 50,000	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____
- 2001	$ _____	- 2006	$ _____
- 2002	$ _____	- 2007	$ _____

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Hart Solomon
(b) Basis of assumptions Information on software and training costs provided by H.S.R.

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No X Yes ___; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) _____

(b) AT CITY'S COST OF $ _____
$ _____

(c) SCHEDULED TO START IN THE YEAR _____

H Solo 18th Dec 97.

Signature of Department Head/ Local Board Manager — *Date*

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12. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

6(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 26
T104-97 M.Trink

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1998 - 2007 Provisional Capital Budget (R-97-87)

RECOMMENDATION:

a) That the attached Capital Projects from the Roads Division be considered for inclusion in the ten year 1998 - 2007 Provisional Capital Budget; and

b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and Council.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team (Capital Budget Sub-Committee).

BACKGROUND:

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the past four years.

Cont'd ...

BACKGROUND: (Cont'd)

	Gross	Subsidy	Net
1998 - 2007 Proposed Capital Budget (1998 - 2007 costs)	$14,026	$ 0	$14,026
1997 - 2006 Proposed Capital Budget (1997 - 2006 costs)	11,160	0	11,160
	$(2,866)	$0	$(2,866)

NET CAPITAL BUDGET BY YEAR
Net Costs (000's)

Over/(Under)	Past 1997-2006 Capital Budget	Proposed 1998-2007 Capital Budget	Difference
1997	860	----	(860)
1998	1,151	1,300	149
1999	984	1,625	641
2000	989	1,310	321
2001	1,036	1,336	300
2002	1,086	1,363	277
2003	1,438	1,390	(48)
2004	1,193	1,417	224
2005	1,182	1,445	263
2006	1,241	1,406	165
2007	----	1,434	1,434
TOTAL	$11,160	$14,026	$(2,866)

The gross cost of capital projects recommended by the Roads Division amounts to $14,026 in comparison to $11.160M as outlined in the ten year approved 1997-2006 Capital Budget. This represents an overall expenditure increase of $2.866M.

The 1998 and 1999 - 2007 "City's Share of Services" (Through Unsubdivided Lands) has been increased from the 1997 and 1998 - 2006 budget years since the rate of subdivision activity is anticipated to be increased. This increase of $3.076M from the total cost in the previous budget of $10.062M to $13.138M in the proposed budget, is funded from the Development Reserve using development charge funding rather than the general levy. The balance of the Capital Budget utilizing levy funding, has decreased by $210,000 from $1.098M to $0.888M.

Cont'd ...

BACKGROUND: (Cont'd)

A $40,000 increase, in the proposed 1998 programme resulted from the addition of a new project for the design of a new pedestrian underpass at the intersection of Centennial Parkway and the CNR line. This project will be completed in conjunction with the proposed sidewalk and roadway works on Highway 20 from Barton Street to the QEW. The City of Hamilton is responsible for the full cost of the pedestrian underpass study and design/construction and the construction cost of the underpass is included in the funds for the construction of the roadway and sidewalk local improvement.

A decrease of $250,000 has resulted from the deletion of the Storm Water Retention system previously proposed on the north side of Rymal Road at Dartnall Road. This project has been re-evaluated with the result that the funding should be removed from the budget pending cost sharing negotiations between the City, Region and benefitting property owners.

The sub-watershed plan for Red Hill Creek tributaries in the amount of $300,000, has been moved ahead to 1999 from 2003 since it is anticipated that the overall Red Hill Creek watershed plan will be completed in 1998. In order to implement measures of stormwater management through new development, the requirements must be identified in this sub-watershed study prior to development of the remaining vacant land within the watershed.

:mt
attach.
cc: A. Ross, City Treasurer
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton

1998–2007 Provisional Capital Budget Program

Schedule "A"

Projects By Department

(Thousands of Dollars)

First Draft

PROJ NO. (1)	DEPT (2)	PROJECT DESCRIPTION (3)	PROJECT START (4)	PROJECT FINISH (5)	GROSS COST (6)	RECEIPTS SUBSIDY (7)	NET FINANCING (City's Cost) 1998 (8)	1999 (9)	2000 (10)	2001 (11)	2002 (12)	2003 (13)	2004 (14)	2005 (15)	2006 (16)	2007 (17)	NATURE OF FUNDING (18)	Annual DEBT Charges (19)	Annual Operating COST (20)
		ROADS DEPARTMENT 27-1-98																	
1.0	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1998	1998	1,200		1,200												19
2.1	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	1999	1999	1,224			1,224											
2.2	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2000	2000	1,248				1,248										
2.3	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2001	2001	1,273					1,273									
2.4	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2002	2002	1,299						1,299								
2.5	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2003	2003	1,325							1,325							
2.6	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2004	2004	1,351								1,351						
2.7	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2005	2005	1,378									1,378					
2.8	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2006	2006	1,406										1,406				
2.9	ROAD	CITY'S SHARE OF SERVICES THROUGH UNSUBDIVIDED LANDS	2007	2007	1,434											1,434			
3.0	ROAD	CENTENNIAL PARKWAY – NEW PEDESTRIAN UNDERPASS	1998	1998	40		40												
4.0	ROAD	LOCK STREET BRIDGE – ROADWAY MAINTENANCE	1999	1999	40			40											
5.1	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	1998	1998	60		60												
5.2	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	1999	1999	61			61											
5.3	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	2000	2000	62				62										
5.4	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	2001	2001	63					63									
5.5	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	2002	2002	64						64								
5.6	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	2003	2003	65							65							
5.7	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	2004	2004	66								66						
5.8	ROAD	RAILWAY CROSSING – HI RAIL INSTALLATION	2005	2005	67									67					
6.0	ROAD	SUBDIVISION WATERSHED PLAN FOR RED HILL CREEK TRIBUTARIES	1999	1999	300			300											
	Sub–total Roads Department	*(Net City Costs 14,026)*			14,026	0	1,300	1,625	1,310	1,336	1,363	1,390	1,417	1,445	1,406	1,434			19
		1997–2006 Capital Budget			10,300	*0*	*1,151*	*984*	*989*	*1,036*	*1,086*	*1,438*	*1,193*	*1,182*	*1,241*	*0*			
		Over/(Under)			*3,726*	*0*	*149*	*641*	*321*	*300*	*277*	*(48)*	*224*	*263*	*165*	*1,434*			

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
(a) Name (max. of 45 characters) 1998 City Share of Services
(b) Type of Project Financing of the City's share for municipal services (c) Location Residential subdivision developments in the City of Hamilton
(d) Scope/Description of Work Financing of the City's share for municipal services within residential developments (road, sidewalk, curb, 0.3m reserve) within the City of Hamilton.

(e) Remarks Funds can be recovered from future development

3. **REFERENCE TO RELATED PROJECTS**:
(a) Submitting Department _____
(b) Project Name _____
(c) Start Year _____
(d) Net City Cost $ _____

4. **DEPARTMENT PRIORITY ORDER**: # 1 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY**:
(a) START DATE (YEAR) _____
(b) COMPLETION DATE (YEAR) _____
(c) GROSS COST $ _____

7. **PROJECT**:
(a) START DATE (YEAR) 1998
(b) COMPLETION DATE (YEAR) 1998
(c) GROSS COST (Start Year Dollars) $ 1 200 000
(d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) _____ $ _____
(e) LESS OTHER RECEIPTS (Specify) _____ $ _____
(f) NET CITY'S COST $ 1 200 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 1 200 000	- 2003	$ 0
- 1999	$ 0	- 2004	$ 0
- 2000	$ 0	- 2005	$ 0
- 2001	$ 0	- 2006	$ 0
- 2002	$ 0	- 2007	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ ____
Building Operations & Maintenance $ ____
Other (specify) ____ $ ____

GROSS COST (All Inclusive) $ 19 900

(b) LESS RECOVERY/REVENUE (specify) ____ $ ____

(c) NET CITY'S COST $ 19 000

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name **Eugene Chajka**
(b) Basis of assumptions in house staff estimates

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes x ; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 66.0

(b) AT CITY'S COST OF $ 800 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Gin — 1998 Jan 27

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: ____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ ____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ ____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) 1999 - 2007 City Share of Services
   (b) Type of Project Financing of the City's share for municipal services
   (c) Location Residential subdivision developments in the City of Hamilton
   (d) Scope/Description of Work Financing of the City's share for municipal services within residential developments (road, sidewalk, curb, 0.3m reserve) within the City of Hamilton.

   (e) Remarks Funds can be recovered from future development

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 2 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	No
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	Yes

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 2007
   (c) GROSS COST (Start Year Dollars) $ 11 938 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 11 938 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 0	- 2003	$ 1 325 000
- 1999	$ 1 224 000	- 2004	$ 1 351 000
- 2000	$ 1 248 000	- 2005	$ 1 378 000
- 2001	$ 1 273 000	- 2006	$ 1 406 000
- 2002	$ 1 299 000	- 2007	$ 1 434 000

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name **Eugene Chajka**
(b) Basis of assumptions in house staff estimates

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes x ; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 67.1 - 67.9

(b) AT CITY'S COST OF $ 9 262 000

(c) SCHEDULED TO START IN THE YEAR 1998

Ted Comin
Signature of Department Head/ Local Board Manager

1998 Jan 27
Date

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Centennial Parkway - New Pedestrian Underpass
   (b) Type of Project Consultant Study
   (c) Location Intersection of Centennial and the CNR, in the City of Hamilton
   (d) Scope/Description of Work Consultant Study for Pedestrian Underpass Design

   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 3 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 1998
   (c) GROSS COST (Start Year Dollars) $ 40 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 40 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 40 000	- 2003	$ 0
- 1999	$ 0	- 2004	$ 0
- 2000	$ 0	- 2005	$ 0
- 2001	$ 0	- 2006	$ 0
- 2002	$ 0	- 2007	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name **Vince Zingaro, P. Eng.**
(b) Basis of assumptions in-house staff estimate

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No x Yes __; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) _____

(b) AT CITY'S COST OF $ _____

(c) SCHEDULED TO START IN THE YEAR _____

Ted Gin — 1998 Jan 27

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Locke St. Bridge - Roadway Maintenance
   (b) Type of Project Asphalt resurfacing of bridge
   (c) Location Locke Street South - 50m S of Canada St in the City of Hamilton
   (d) Scope/Description of Work Asphalt Resurfacing

   (e) Remarks This is a CPR bridge but the City is responsible for its roadway maintenance.

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 4 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	No
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 1999
   (c) GROSS COST (Start Year Dollars) $ 40 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 40 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 0	- 2003	$ 0
- 1999	$ 40 000	- 2004	$ 0
- 2000	$ 0	- 2005	$ 0
- 2001	$ 0	- 2006	$ 0
- 2002	$ 0	- 2007	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name Vince Zingaro, P.Eng.
(b) Basis of assumptions in-house staff estimate

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _ Yes x ; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 72.0

(b) AT CITY'S COST OF $ 40 000

(c) SCHEDULED TO START IN THE YEAR 1999

Ted Grin
Signature of Department Head/ Local Board Manager

1998 Jan 27
Date

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Railway Crossing - Hi Rial installation
   (b) Type of Project Upgrading of various railway crossings on City roads.
   (c) Location Various City roads
   (d) Scope/Description of Work Upgrading of various railway crossings on City roads utilizing the Hi Rail Rubber system. Installation of Hi Rail increases longevity of the crossing surface and improves driver safety and comfort.

   (e) Remarks City - Hi Rail purchase, asphalt, signs, Police control, Flagging. Railways - installation

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 5 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 2007
   (c) GROSS COST (Start Year Dollars) $ 508 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 508 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER _____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 0	- 2003	$ 0
- 1999	$ 40 000	- 2004	$ 0
- 2000	$ 0	- 2005	$ 0
- 2001	$ 0	- 2006	$ 0
- 2002	$ 0	- 2007	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name **Vince Zingaro, P.Eng.**
(b) Basis of assumptions in-house staff estimate

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _ Yes x ; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 72.0

(b) AT CITY'S COST OF $ 40 000

(c) SCHEDULED TO START IN THE YEAR 1999

Ted Gin — 1998 Jan 27

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Railway Crossing - Hi Rial installation
   (b) Type of Project Upgrading of various railway crossings on City roads.
   (c) Location Various City roads
   (d) Scope/Description of Work Upgrading of various railway crossings on City roads utilizing the Hi Rail Rubber system. Installation of Hi Rail increases longevity of the crossing surface and improves driver safety and comfort.

   (e) Remarks City - Hi Rail purchase, asphalt, signs, Police control, Flagging. Railways - installation

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 5 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	No
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	Yes
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	Yes
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	Yes
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1998
   (b) COMPLETION DATE (YEAR) 2007
   (c) GROSS COST (Start Year Dollars) $ 508 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 508 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 60 000	- 2003	$ 65 000
- 1999	$ 61 000	- 2004	$ 66 000
- 2000	$ 62 000	- 2005	$ 67 000
- 2001	$ 63 000	- 2006	$ 0
- 2002	$ 64 000	- 2007	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name **Geoff Aston, P.Eng.**
(b) Basis of assumptions in-house staff estimate

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**

No _ Yes x ; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 69.1 - 69.8

(b) AT CITY'S COST OF $ 508 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Gin — *Signature of Department Head/ Local Board Manager*

1998 Jan 27 — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

1. **DEPARTMENT/LOCAL BOARD**: Roads - Programming and Maintenance

2. **PROJECT SUMMARY**:
   (a) Name (max. of 45 characters) Subdivision watershed plan for RHC tributaries
   (b) Type of Project Consulting to summarize flow sources to the RHC.
   (c) Location Red Hill Creek
   (d) Scope/Description of Work Subdivision watershed planning to comply with Provincial water quality initiatives, RAP recommendations.

   (e) Remarks

3. **REFERENCE TO RELATED PROJECTS**:
   (a) Submitting Department
   (b) Project Name
   (c) Start Year
   (d) Net City Cost $

4. **DEPARTMENT PRIORITY ORDER**: # 6 of 6

5. **PROJECT JUSTIFICATION ("Yes" or "No")**:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	Yes
(b)	HEALTH/SAFETY/ENVIRONMENT	Yes
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	Yes
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	No
(e)	ECONOMIC DEVELOPMENT	No
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	No
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	No
(h)	GROWTH RELATED PROJECT	No

Describe Justification:

6. **FEASIBILITY STUDY**:
   (a) START DATE (YEAR)
   (b) COMPLETION DATE (YEAR)
   (c) GROSS COST $

7. **PROJECT**:
   (a) START DATE (YEAR) 1999
   (b) COMPLETION DATE (YEAR) 1999
   (c) GROSS COST (Start Year Dollars) $ 300 000
   (d) LESS PROVINCIAL SUBSIDIES (Describe nature of subsidy) $
   (e) LESS OTHER RECEIPTS (Specify) $
   (f) NET CITY'S COST $ 300 000

Note: all amounts rounded to the nearest thousand dollars

The Corporation of the City of Hamilton

1998-2007 CAPITAL BUDGET PROGRAM
PROJECT SUBMISSION FORM

PROJECT NUMBER ____
(Treasury to complete)

8. **NET EXPENDITURE BY YEAR:**

- 1998	$ 0	- 2003	$ 0
- 1999	$ 300 000	- 2004	$ 0
- 2000	$ 0	- 2005	$ 0
- 2001	$ 0	- 2006	$ 0
- 2002	$ 0	- 2007	$ 0

9. **ADDITIONAL ANNUALIZED NET OPERATING COSTS/(SAVINGS):**

(a) Staffing $ _____
Building Operations & Maintenance $ _____
Other (specify) _____ $ _____

GROSS COST (All Inclusive) $ _____

(b) LESS RECOVERY/REVENUE (specify) _____ $ _____

(c) NET CITY'S COST $ _____

Note: Where amounts include operating cost & revenue estimates which impact other City departments, attach addendum breaking down estimates by department.

10. **CAPITAL AND OPERATING ESTIMATE PREPARED BY:**

(a) Project Manager's Name **Eugene Chajka, P.Eng.**
(b) Basis of assumptions in-house staff estimate

11. **WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET PROGRAM?**
No _ Yes x ; if yes,

(a) PROJECT NO. (Per 1997-2006 Capital Budget Program) 72.5

(b) AT CITY'S COST OF $ 300 000

(c) SCHEDULED TO START IN THE YEAR 2003

Ted Gin — 1998 Jan 27

Signature of Department Head/ Local Board Manager — *Date*

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12. ***FUNDING (Treasury Department To Complete):***

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes __ *No* __

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

Note: all amounts rounded to the nearest thousand dollars

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 February 16
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 February 2nd

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Avondale Street between Barton Street East and Mons Avenue

(b) South Side of Everton Place between Upper Ottawa Street and Irving Place

(c) East Side of Ravenscliffe Avenue, South of Aberdeen Avenue

(d) No. 40 Stapleton Avenue
Request to Remove an Existing Reserved "Permit parking" Space for a Disabled Resident

(e) Brucedale Avenue West, west of Upper James Street

(f) Angela Avenue between West 32nd Street and West 33rd Street

(g) West 32nd Street between Angela Avenue and Scenic Drive

(h) No. 39 Garfield Avenue South
Request for a Wheelchair Loading Zone

(i) No. 14 Picton Street West
Request for a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Cyprus Drive and Sirente Drive

(b) Intersection of Stanley Avenue and Kent Street

(c) Intersection of Mall Road and Mohawk Road East
Repeal of Right Turn on Red Prohibition

iii. **Miscellaneous**

(a) East side of Eastwood Street
adjacent to Hillsdale School - Taxi Stand

(b) No. 75 Tisdale Street South
Request to replace the existing Reserved
"Permit Parking" space with a Wheelchair Loading Zone

(c) Wheelchair Loading Zone on Erindale Avenue
adjacent to Rosedale School

(d) Renewal of By-law Enforcement Towing Contract

v. **Public Works**

Keep Hamilton Clean Committee -
Appointment of New Members

2(A)

Monday, 1998 February 2nd
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:	Alderman C. Collins, Chairman Alderman D. Wilson, Vice Chairman Alderman M. Kiss Alderman A. Horwath Alderman B. Morelli Alderman T. Jackson Alderman T. Anderson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business
Also present:	Alderman B. Charters B. Price, Hamilton Safety Council J. G. Pavelka, Chief Administrative Officer D. Lobo, Commissioner of Public Works and Traffic M. Hazell, Public Works and Traffic Department H. Solomon, Public Works and Traffic C. Firth-Eagland, Public Works and Traffic G. Aston, Roads Department K. Extance, Planning Department R. Franklin, International Media Advertising P. Sparham, Bell Canada K. Christenson, Secretary

1. **DELEGATION**

Update on City/Region Brownfields Staff Steering Committee

The Committee was in receipt of an information report dated 1998 January 14 from the Director of Planning and Development, Building Commissioner and Chief Administrative Officer respecting the subject matter.

Mr. Extance updated the Committee on the Brownfields Project and the progress of the Staff Steering Committee.

Following brief discussion, the Committee agreed that the item be received.

2. **CONSENT AGENDA**

A. **MINUTES**

The minutes of the Transport and Environment Committee meeting of 1998 January 19 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 70 Tragina Avenue South**
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Tragina Avenue South commencing at a point 25 feet north of Central Avenue and extending to a point 29 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 114 Burton Street**
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Burton Street commencing at a point 199 feet east of Douglas Street and extending to a point 16 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Louis Amorim, No. 114 Burton Street.

(c) **Murray Street, east of James Street North**

The Committee was in receipt of a report dated 1998 January 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Murray Street East commencing at a point 37 feet east of James Street North and extending to a point 46 feet easterly therefrom be removed; and,

(b) That the existing "Permit Parking" regulation on the south side of Murray Street East commencing at a point 83 feet east of James Street North and extending to a point 72 feet west of Hughson Street North be shortened such that the regulation commences at a point 128 feet east of James Street North and extends to a point 72 feet west of Hughson Street North; and,

(c) That three one-hour parking meters be installed on the south side of Murray Street East commencing at a point 37 feet east of James Street North and extending to a point 65 feet easterly therefrom; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly; and,

(e) That the maximum number of permits to be issued to residents of Murray Street East between James Street North and Hughson Street North be reduced from seven to six.

ii. **Intersection Control**

(a) **East Side of High Street, south of Fennell Avenue East**

The Committee was in receipt of a report dated 1998 January 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the east side of High Street commencing at Fennell Avenue East and extending to a point 41 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Cottage Avenue and Orchard Hill**

The Committee was in receipt of a report dated 1998 January 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Cottage Avenue be required to stop for eastbound and westbound traffic on Orchard Hill, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Iona Avenue and Brodick Street/Yarmouth Court**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Iona Avenue be required to stop for northbound and southbound traffic on Brodick Street/Yarmouth Court, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Republic Avenue and Robespierre Court**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Robespierre Court be required to stop for northbound and southbound traffic on Republic Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Supply and Delivery of Traffic Paint during 1998**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to IBIS Products Limited, Scarborough, Ontario, for the supply and delivery of traffic paint as and when required during 1998 by the Public Works and Traffic Department, being the lowest of two bids received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $225,000 be financed through the Pavement Markings Account No. CH56153 75999.

(b) **Supply and Delivery of Sign Blanks**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Roadway Products, North York, Ontario, for the supply and delivery of sign blanks as and when required during 1998 by the Traffic Division, being one of the lowest of five bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $90,000 be financed through the Traffic Signs Materials Account No. CH56152 75999.

(c) **Supply and Delivery of Sign Sheeting during 1998**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to 3 M Canada Inc., London, Ontario, for the supply and delivery of sign sheeting as and when required during 1998 by the Public Works and Traffic Department, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that the estimated expenditure of $450,000 be financed through the Traffic Signs Materials Account No. CH56154 75999.

(d) **No. 16 Albany Avenue - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the south side of Albany Avenue commencing at a point 194 feet east of Robins Avenue and extending to a point 21 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 62 Norman Street**
Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "No Stopping, Wheelchair Loading Zone" regulation on the east side of Norman Street commencing at a point 107 feet north of Campbell Avenue and extending to a point 35 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Supply and Delivery of Traffic Signal Heads**
and Pedestrian Pushbuttons

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of pedestrian signal heads and vehicle signal heads required during 1998 by the Traffic Division, being the lowest acceptable bid received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $200,000 be financed through the Traffic Signals Materials Account No. CH56152 75999.

(g) **Supply and Delivery of Traffic Poles**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to USS Manufacturing Inc., Renfrew, Ontario, for the supply and delivery of traffic signal poles required during 1998 by the Traffic Division, being the lowest acceptable bid received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $90,000 be financed through the Traffic Signals Materials Account No. CH56152 75999.

(h) **Amending the Definition of Commercial Vehicle**

The Committee was in receipt of a report dated 1998 January 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the definition of "Commercial Vehicle" in the City Traffic By-law No. 89-72 be amended to include any motor vehicle which is being used for the purpose of loading or unloading goods or passengers, and which has attached to both of its sides, while such loading or unloading is taking place, a sign no smaller than 150 square inches, identifying the company in whose service the vehicle is employed.

iv. **City Engineer**

(a) **Outdoor Boulevard Cafe - 54 James Street North**

The Committee was in receipt of a report dated 1998 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Section 27 (a) of the Sixth Report of the Transport and Environment Committee for 1995, approved by Council on 1995 May 9, approving the location of an outdoor boulevard cafe at No. 554 James Street North, on the adjacent Wood Street road allowance, on a one year trial basis, be amended to delete the phrase "on a one year trial basis" and that Section 27 (c) of the Sixth Report of the Transport and Environment Committee for 1995 be amended to delete the clause "and that the approval be for a trial period ending 1995 October 31 at which time the issue will be reviewed"; and,

(b) That the Mayor and the City Clerk be authorized and directed to execute the Boulevard Cafe Agreement.

(b) **City of Hamilton's "Flat Rate Fee" for the Recovery of Servicing Costs Associated with 0.30 metre reserves**

The Committee was in receipt of a report dated 1998 January 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City's "Flat Rate Fee" for the recovery of outstanding City of Hamilton municipal servicing costs along 0.30 metre reserves, be adjusted from the present rate of $330 per metre of property frontage and/or flankage to $337 per metre of property frontage and/or flankage for 1998; and,

(b) That the revised "Flat Rate Fee" be applied to all costs recovered in 1998 along 0.30 metre reserves after adoption of the proposed rate in sub-section (a) above.

(c) **Street Incorporation**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Locheed Drive	Part 20	62R-14356
Rexford Drive	Parts 5 and 7	62R-10808
Highridge Avenue	Block "E"	M-162

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

The Committee was in receipt of a report dated 1998 February 2nd from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
January 12	Ministry of Environment and Energy	830 Dunn Avenue	1998 January 28
January 15	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1998 January 9	1998 January 28
January 16	Mr. Attard, Ramada Hotel	Restore the Core Project	1998 January 28

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

TRAFFIC DIVISION

(a) **Supply and Delivery of Traffic Signal Controllers**

The Committee was in receipt of a report dated 1998 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Solomon reviewed the report and following discussion, the Committee approved that the recommendation be amended by adding the word "equally" to the first line following the word "issued". Subsequently the Committee approved the following recommendation:

That a purchase order be issued equally to Intrex Inc., St. Albert, Alberta, and to Fortran Traffic Systems Ltd., Toronto, Ontario, for the supply and delivery of traffic signal controllers and associated equipment required during 1998 by the Traffic Division, being the acceptable bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $500,000 be financed through the Traffic Signals Materials Account No. CH56152 75999.

The Committee further directed that staff report back on this issue at the end of the evaluation period.

(b) **Stopping Prohibitions at Non-Signalized Intersections**
General Provision Text Amendment

The Committee was in receipt of a report dated 1998 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the City Traffic By-law No. 89-72 be amended to prohibit stopping within distances of up to 50 feet of any intersection, provided that suitable signs are erected and maintained.

CITY ENGINEER

(c) **Proposed Backlit Advertising Panels**

The Committee was in receipt of a report dated 1998 January 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Wilson declared a conflict of interest as he is an employee of Bell Canada and did not take part in any debate, discussion or vote on this matter.

Following a review of the report by Mr. Aston, the Committee agreed to allow Mr. Randy Franklin and Ms. Penny Sparham to address the Committee on the issue.

Following the delegations submission the Committee discussed the issues of visibility, locations, visual pollution, the need for a trial period and the exemption of the downtown core area.Subsequently, the Committee approved the following amended recommendation:

That International Media Advertising Inc. (No. 95 Barber Greene Road, Suite 200, Don Mills, M3C 3E9) and Bell Canada (Bell Canada Payphone Service, No. 40 Noralco Drive, North York M9L 2X6) be permitted to install and maintain advertising panels and community service information, on both the interior and exterior of a maximum of 6 public payphones, measuring 0.81m x1.10m onto City Road Allowances, with the exception of areas within the downtown core, for a one (1) year trial period, subject to the following conditions:

(a) That an Agreement be entered into, between the City of Hamilton, International Media Advertising Inc., and Bell Canada in a form satisfactory to the City Solicitor; and,

(b) That the applicant(s) provide an alphabetical street name inventory, defining where all panels are placed on the road allowance and facilities; and,

(c) That the applicant(s) provide $5,000,000 public liability insurance, naming the City and the Region as added insured parties, and saving the City and the Region harmless from all action, interests, claims, demands, costs, damages, expenses, and loss; and,

(d) That the Mayor and the City Clerk be authorized and directed to execute the Agreement on behalf of the City; and,

(e) That the applicant pay to the City 12.5 percent of Bell Canada's advertising revenues per panel, per year, credited to Unclassified Revenue Account Centre 75001; and,

(f) That the term of the Agreement commence 1998 February 10, and terminate 1999 February 11; and,

(g) That the content of the advertising be in a form acceptable to the City and that the applicant receive approval from the Commissioner of Transportation for new advertisements; and,

(h) That the City retain the right to approve or reject any or all advertising; and,

(i) That the City Streets By-law No. 9329, be amended to permit non-accessory signs attached to public phone booths located on City streets.

(j) That the installation of advertising panels in public payphones be subject to the approval of the Ward Aldermen in whose ward the advertising is proposed.

4. **OTHER BUSINESS**

(a) **Pedestrian Priority Signal - Balmoral Avenue and King Street**

Alderman Morelli raised the issue of the timing of the pedestrian priority signal at the intersection of Balmoral Avenue and King Street East.

The Committee directed that the Commissioner of Public Works and Traffic prepare a report on the issue for the consideration of the Committee at a future meeting.

(b) **Street Closure - Brighton Avenue and Mead Avenue**

Alderman Wilson raised the issue of truck traffic in the vicinity of Brighton Avenue and Mead Avenue.

Following discussion, the Committee agreed that the Commissioner of Public Works and Traffic be directed to place a large boulder at the corner of Brighton Avenue and Mead Street to deter trucks from using this access and that a report be prepared to consider the permanent closure of this access.

(c) **Napier Street - Parking Regulation**

At the request of Alderman Kiss, the Committee agreed that the issue of permit parking on Napier Street be placed on the next Committee agenda as a delegation item.

5. **ADJOURNMENT**

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 February 2nd

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 4
File No. TEC-059-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Avondale Street between Barton Street East and Mons Avenue - Parking Regulations

RECOMMENDATION:

That the "No Parking" signs on the east side of Avondale Street between Barton Street East and Mons Avenue be retained, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In report TEC-193-97 staff reported to the Transport and Environment Committee concerning a request by Alderman Bernie Morelli that parking be allowed on both sides of Avondale in the block between Barton and Mons. Staff was concerned that allowing parking on both sides of this 28-foot wide street might result in complaints about difficulties entering and exiting the residential driveways and obstructed two-way traffic flow. However, since there are many streets in the City which are 28 feet wide or less which have parking on both sides, staff did not object to this request, and parking on both sides was approved by the Committee and subsequently by the City Council on 1997 September 30.

Alderman Morelli subsequently asked that the "No Parking" signs not be removed from the east side of the street until he had an opportunity to consult further with the abutting residents, and Alderman Morelli has now requested that the regulations not be changed to allow parking on both sides. Staff concurs with this request.

MBH/kg

2(b)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 4
File No. TEC-061-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Everton Place between Upper Ottawa Street and Irving Place - Parking Regulations

RECOMMENDATION:

That the existing full-time "No Parking" regulation on the south side of Everton Place commencing at Irving Place and extending to a point 149 feet west of Upper Ottawa Street be replaced with a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

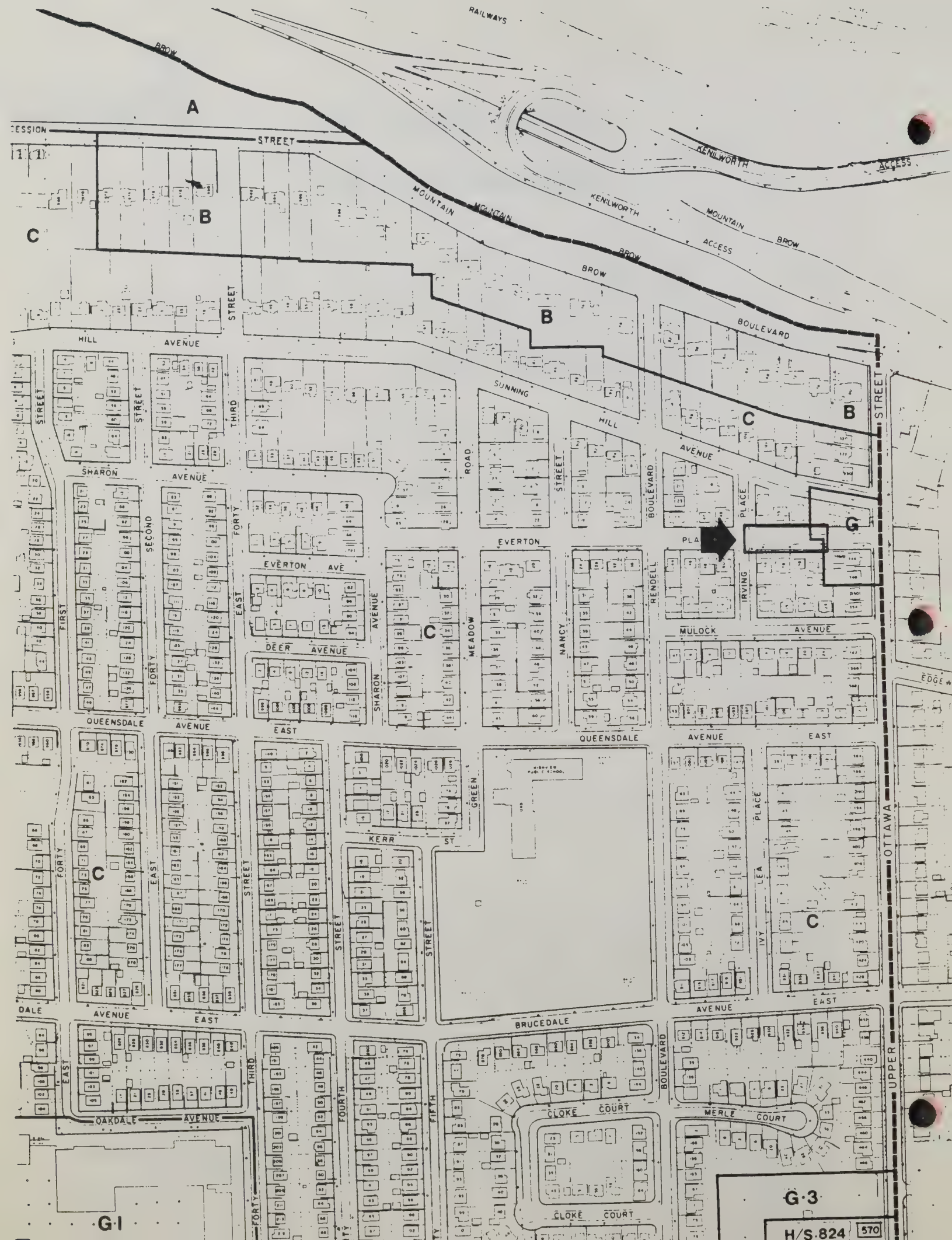
Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of five of the seven residential properties abutting Everton between Irving and Upper Ottawa requesting that the existing full-time "No Parking" regulation on the south side of the street in this area be replaced with a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. All five of the residents that signed the petition are in favour of the requested regulation change.

Irving has a 28-foot pavement width, and presently, there is a full-time "No Parking" regulation on both sides of the street in this block. The subject regulation was implemented in 1987 to prohibit long-term non-resident parking by employees and patients of the medical offices at the easterly end of the block. The implementation of the requested regulation would still prohibit parking during the day and area residents would be permitted to park on the south side of the street after 6:00 p.m. and all day on the weekend. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation change, staff concurs with the request.

CVB/MBH/kg


RAILWAYS
BROW
A
STREET
KENILWORTH
ACCESS
MOUNTAIN
BROW
B
C
HILL
AVENUE
BOULEVARD
SUNNING
ROAD
PLACE
G
EVERTON
AVE
DEER
AVENUE
MULOCK
AVENUE
QUEENSDALE
AVENUE
EAST
KERR
ST
GREEN
BRUCEDALE
OAKDALE
AVENUE
CLOKE
COURT
MERLE
COURT
OTTAWA
UPPER
G·3
H/S·824
570
G·1

CITY OF HAMILTON

2(B)(i)(c)

- RECOMMENDATION -

DATE: 1998 February 3
File No. TEC-055-98/Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Ravenscliffe Avenue, south of Aberdeen Avenue - Parking Regulations

RECOMMENDATION:

That the existing full-time "Three Hour Parking Time Limit" regulation on the east side of Ravenscliffe Avenue commencing at a point 122 feet south of Aberdeen Avenue and extending to a point 330 feet southerly therefrom, be extended 38 feet southerly, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

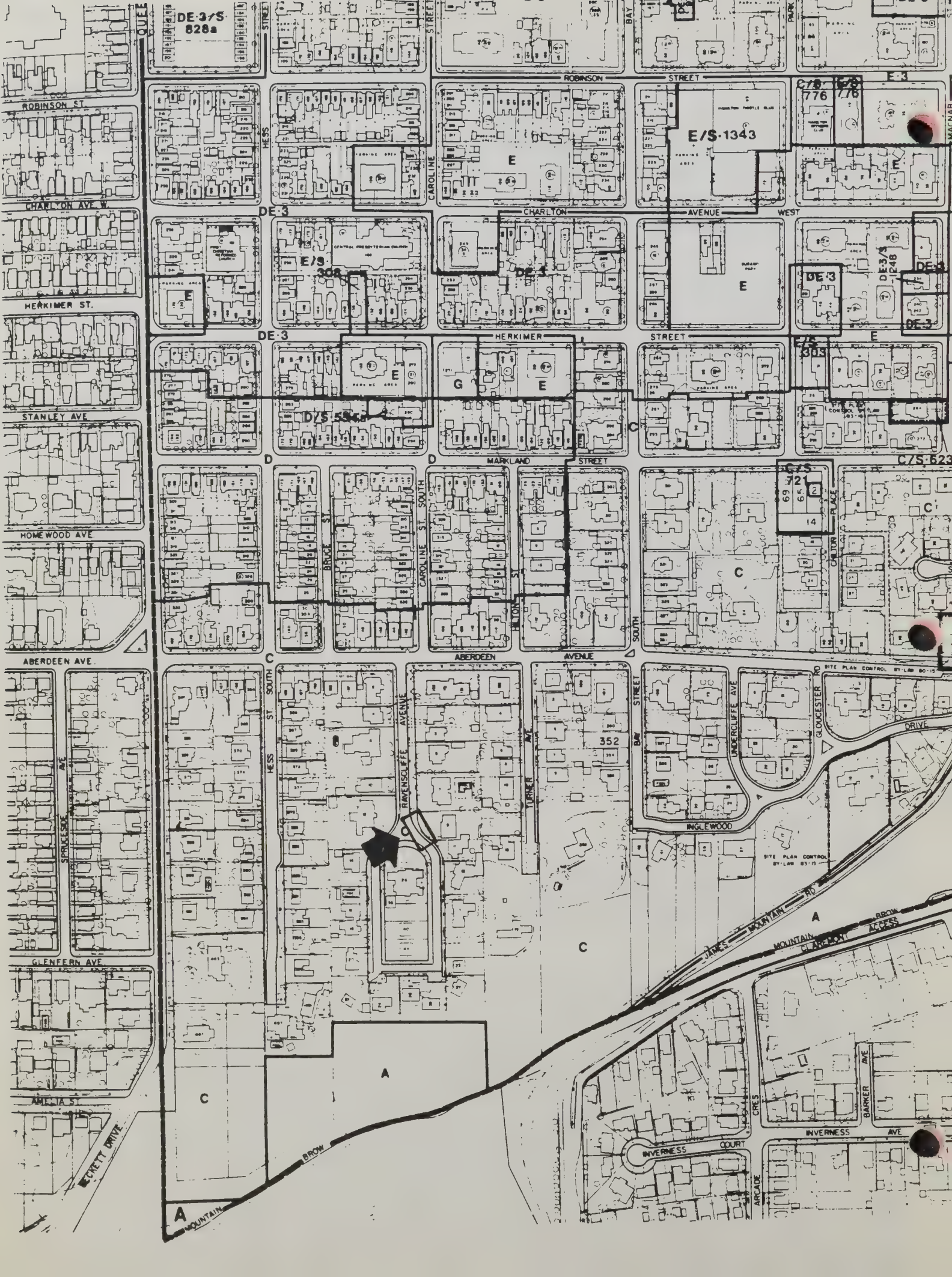
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Dr. Markowski, 9 Ravenscliffe Avenue, that the existing full-time "Three Hour Parking Time Limit" regulation recently implemented on the east side of the street, directly north of his property, be extended further south to include the limits of his property.

The City Council, on 1997 September 30, approved the recommendation to implement a full-time "Three Hour Parking Time Limit" regulation on both sides of the straight section of Ravenscliffe to prohibit long-term non-resident parking by employees of St. Joseph's Hospital. Presently, there is unrestricted parking on the remaining southerly section of the street. Dr. Markowski has requested that the time limit regulation be extended southerly to prohibit long-term non-resident parking in front of his property. Therefore, staff concurs with the request.

CVB/MBH/kg


ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
STANLEY AVE.
HOMEWOOD AVE.
ABERDEEN AVE.
GLENFERN AVE.
ANITA ST.
ECKETT DRIVE
QUEEN
HESS
CAROLINE
BAY
PARK
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
BRUCE ST.
CAROLINE ST. SOUTH
HILTON ST.
CARLTON PLACE
HESS ST. SOUTH
RAVENSCLIFFE AVENUE
TURNER AVE.
SPRUCESIDE AVE.
BAY STREET
UNDERCLIFFE AVE
GLOUCESTER RD
DRIVE
INGLEWOOD
JAMES MOUNTAIN RD
MOUNTAIN BROW
CLAREMONT ACCESS
BROW
MOUNTAIN
INVERNESS AVE
INVERNESS COURT
BARKER AVE
CRES
ARCADE
E/S-1343
DE-3/S 828a
DE-3
E
C
A
D
G
352
776
1248
321
SITE PLAN CONTROL BY-LAW 80-15

CITY OF HAMILTON

- RECOMMENDATION -

2(BXi)(d)

DATE: 1998 February 03
File No. TEC-054-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 40 Stapleton Avenue - Request to Remove an Existing Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Stapleton Avenue commencing at a point 267 feet south of Grenfell Street and extending to a point 17 feet southerly therefrom, and on the east side of Stapleton Avenue commencing at a point 191 feet south of Grenfell Street and extending to a point 19 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

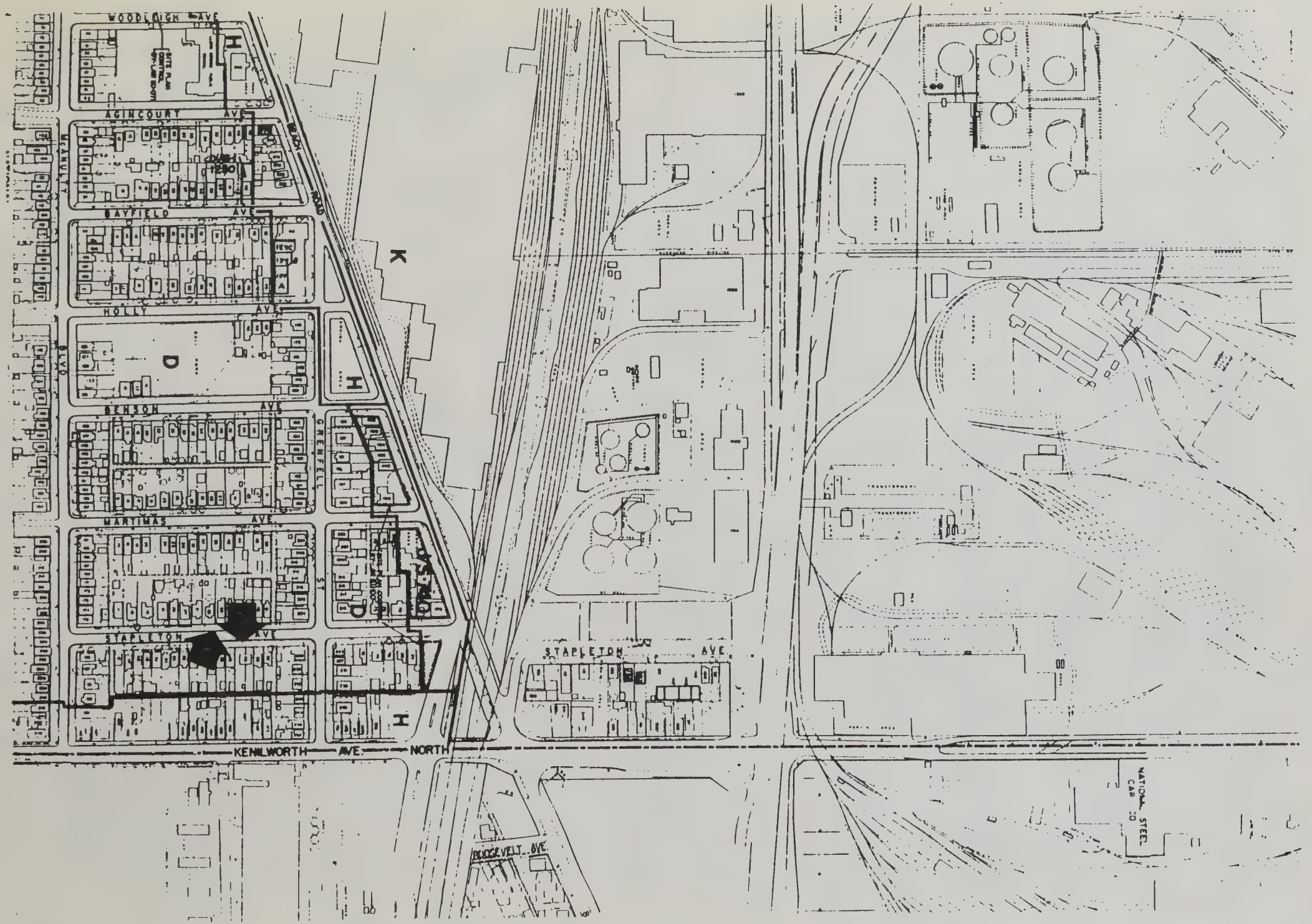
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request through Alderman Geraldine Copps' office to remove the existing "Permit Parking" regulation in front of and across from 40 Stapleton Avenue, since the resident has moved.

The subject regulation was implemented in March of last year for use by Mr. William Thomas who has since moved. Therefore, it would be appropriate to remove the subject signs. The removal of the subject regulation will restore one parking space to each side of the street which is presently controlled by an "Alternate Side Parking" regulation.

CVB/MBH/klk


WOODLEIGH AVE
AGINCOURT AVE
BAYFIELD AVE
HOLLY AVE
BENSON AVE
MARTINAS AVE
STAPLETON AVE
KENILWORTH AVE. NORTH
ROOSEVELT AVE
STAPLETON AVE
NATIONAL STEEL CAR CO
K
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2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 15
File No. TEC-041-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Brucedale Avenue West, west of Upper James Street - Parking Regulations

RECOMMENDATION:

(a) That the existing "No Parking" regulation on the north side of Brucedale Avenue West commencing at a point 29 feet west of Upper James Street and extending to a point 45 feet westerly therefrom be replaced with a "30 Minute Parking Time Limit, 9:00 a.m. to 6:00 p.m., seven days a week" regulation; and

(b) That the existing one-hour parking meter on the north side of Brucedale Avenue West commencing at a point 74 feet west of Upper James Street and extending to a point 18 feet westerly therefrom be replaced with a "No Parking" regulation; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. There will be a slight loss of revenue for the Hamilton Parking Authority associated with the removal of the one subject parking meter.

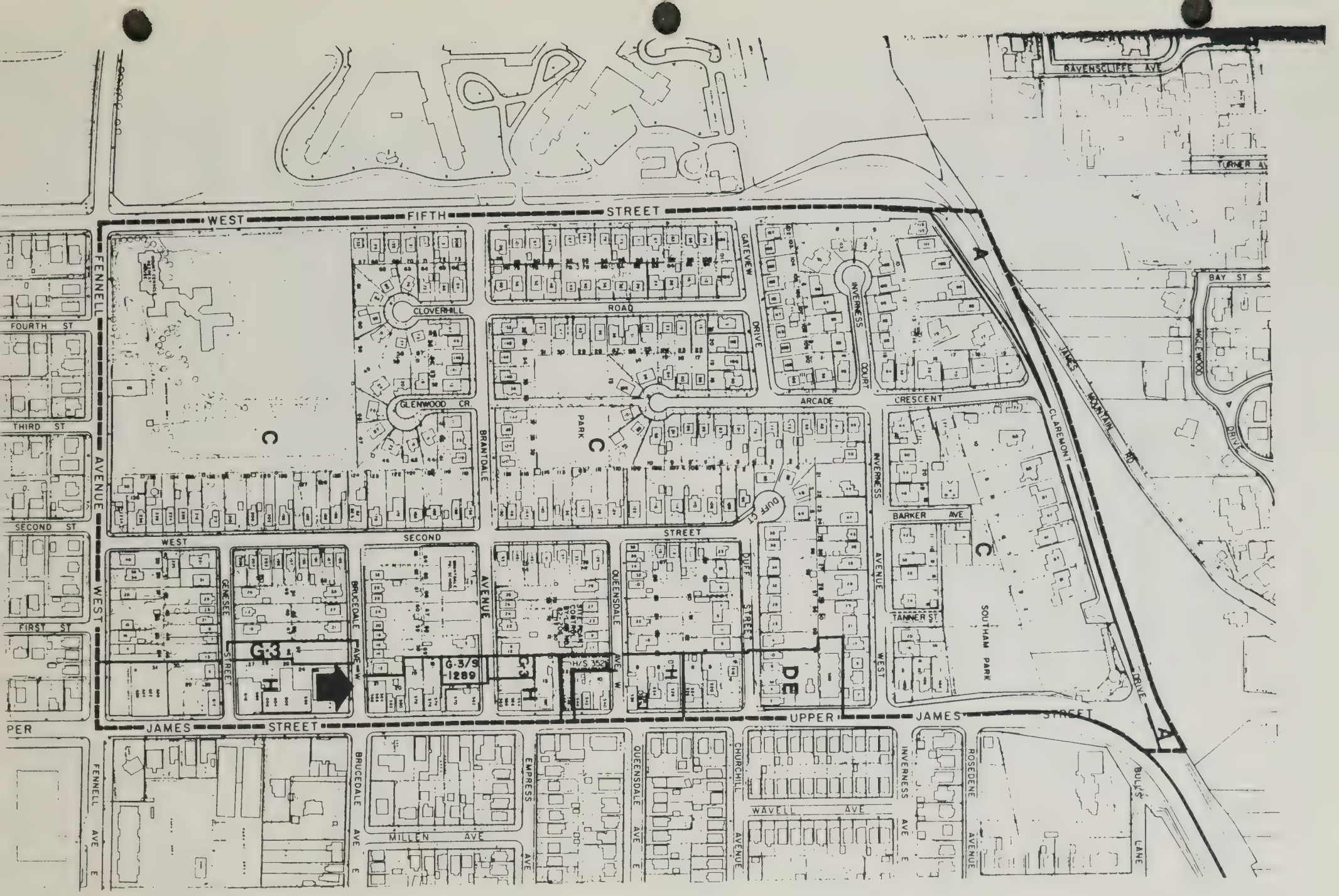
BACKGROUND:

Staff has received a request from Mr. Louie Fabbroni, owner of 584-588 Upper James Street, that the only parking meter on the north side of Brucedale, west of Upper James, be replaced with a "30 Minute Time Limit, 9:00 a.m. to 6:00 p.m., seven days a week" regulation.

Brucedale has a 28-foot pavement width, and presently, there is a "No Parking" loading zone on the north side of the street, west of Upper James, and one parking meter immediately west of the loading area. There is a "No Parking" regulation on the south side of the street in this area.

The land use on the north side of Brucedale, adjacent to the subject area, is commercial. Staff generally supports the implementation of parking meters adjacent to commercial properties. However, Mr. Fabbroni has advised that the tenants of his commercial property have requested that the loading zone be relocated further west and that a "30 Minute Time Limit, 9:00 a.m. to 6:00 p.m., seven days a week" regulation implemented in this area for use by their customers and area residents. The implementation of the requested regulation will result in the loss of one on-street parking meter. However, since it is the only parking meter in the block and as there are municipal parking lots in the area, staff has no serious objections and concurs with the request.

CVB/MBH/kg


WEST FIFTH STREET
FENNELL AVENUE
FOURTH ST
THIRD ST
SECOND ST
FIRST ST
CLOVERHILL ROAD
GLENWOOD CR.
BRANTDALE PARK
GATEVIEW DRIVE
INVERNESS COURT
ARCADE
CRESCENT
CLAREMONT DRIVE
JAMES MOUNTAIN RD
RAVENSCLIFFE AVE
BAY ST S
INGLEWOOD DRIVE
DUFF CT
INVERNESS AVENUE
BARKER AVE
TANNER ST
SOUTHAM PARK
WEST SECOND STREET
GENESEE STREET
BRUCEDALE AVE W
QUEENSDALE AVE W
DUFF STREET
G-3/S -1289
H/S 352
JAMES STREET
UPPER JAMES STREET
FENNELL AVE E
BRUCEDALE AVE E
MILLEN AVE
EMPRESS AVE
QUEENSDALE AVE E
CHURCHILL AVENUE
WAVELL AVE
INVERNESS AVE E
ROSEDENE AVENUE
BULL'S LANE

2(BX)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 4
File No. TEC-058-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Angela Avenue between West 32nd Street and West 33rd Street - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Angela Avenue between West 32nd Street and West 33rd Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost some degree.

BACKGROUND:

Staff has received a petition signed by representatives of three of the four residential properties abutting Angela between West 32nd and West 33rd requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in the block. All three of the four residents that signed the petition are in favour of the requested regulation.

Angela has a 28-foot pavement width, and presently, there is unrestricted parking on the south side of the street in this block. The City Council, on 1997 December 11, approved the recommendation to implement a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of the street in this block. The signs were erected shortly thereafter.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


SANATORIUM ROAD
SCENIC DRIVE
AA
B
B-2
B-1
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
BENDAMERE
LESLIE
ANGELA
SANATORIUM ROAD
ELMWOOD AVENUE
C
AVENUE
SCENIC DRIVE
ROAD
PARADISE ROAD
UPPER PARADISE

2(B)(i)(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 3
File No. TEC-056-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 32nd Street between Angela Avenue and Scenic Drive
- Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street between Angela Avenue and Scenic Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

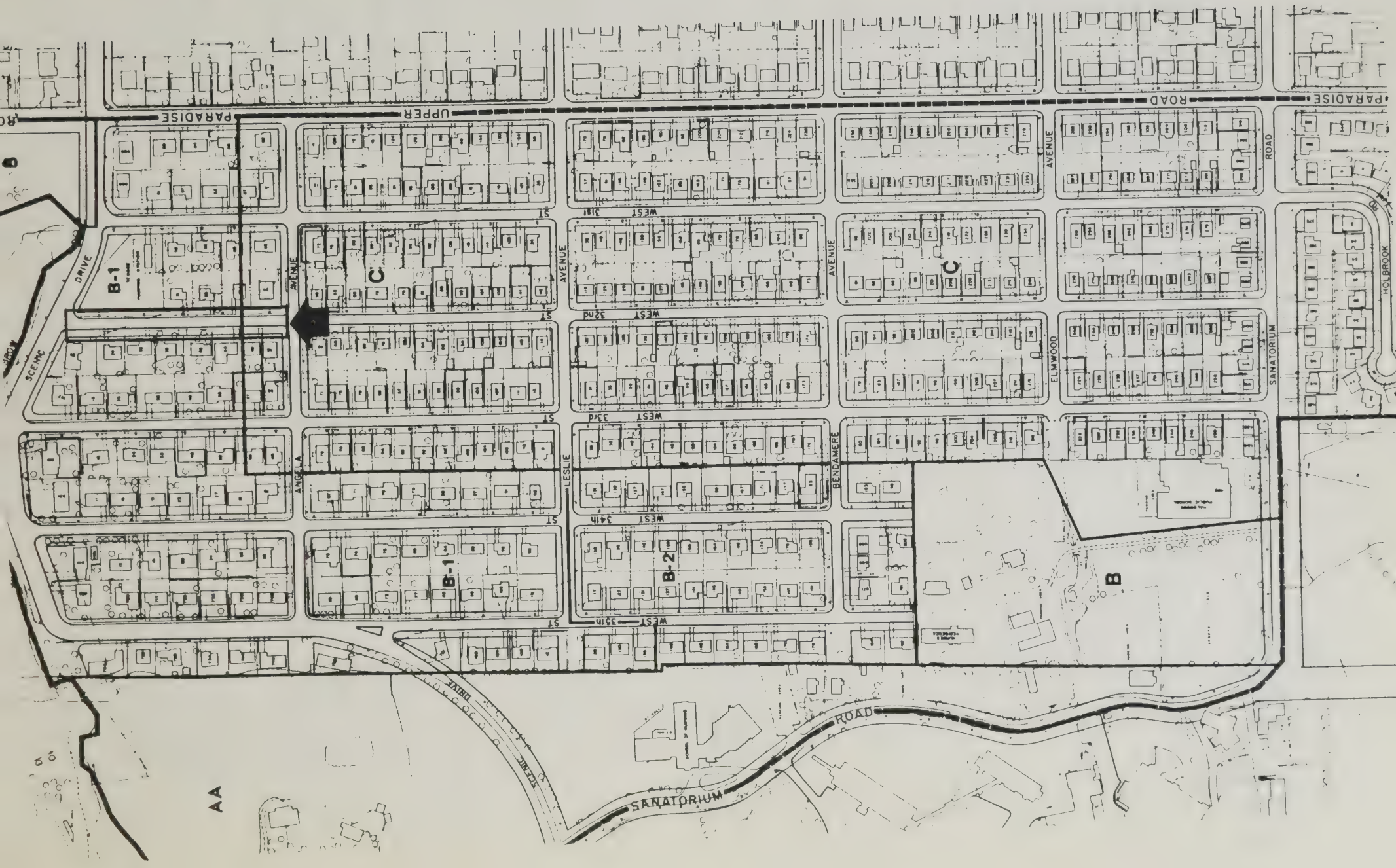
BACKGROUND:

Staff has received a petition signed by representatives of all 12 of the residential properties abutting West 32nd between Angela and Scenic requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All 12 of the petitioners are in favour of the requested regulation.

West 32nd has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


UPPER PARADISE ROAD
PARADISE ROAD
B-1
C
B-1
B-2
B
AA
SCENIC DRIVE
ANGELA AVENUE
LESLIE AVENUE
BENDAMERE AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
HOLBROOK
31st WEST ST
32nd WEST ST
33rd WEST ST
34th WEST ST
35th WEST ST
SANATORIUM ROAD
SCENIC DRIVE

2(BXi)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 3
File No. TEC-052-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 39 Garfield Avenue South - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Garfield Avenue South commencing at a point 103 feet south of Vineland Avenue and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

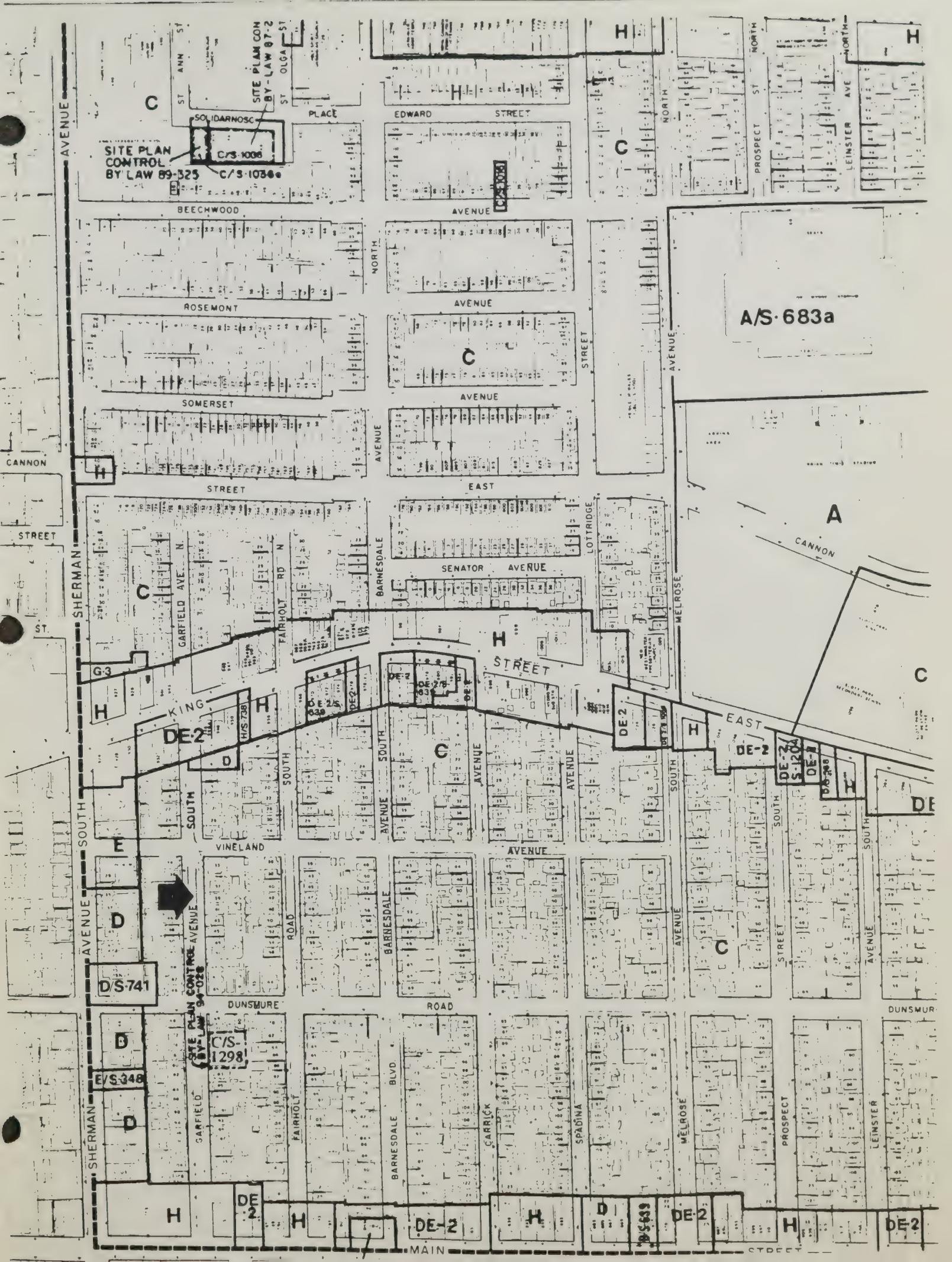
BACKGROUND:

Staff has received a request from Ms. Yoka Traarbach, 39 Garfield Avenue South, that a "Wheelchair Loading Zone, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Garfield in front of her home as residents in the home require the use of Darts vehicles.

Garfield has a 28-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Ms. Traarbach's home when parking is permitted on her side of the street under the existing "Alternate Side Parking"

regulation. Furthermore, the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. on weekdays and all day on weekends, when permitted under the existing "Alternate Side Parking" regulation. Therefore, staff does not anticipate any parking problems for area residents and concurs with the request.

CVB/MBH/kg


SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
SITE PLAN CON BY-LAW 87-2
SOLIDARNOSC
A/S-683a
D/S-741
E/S-348
C/S-1298
SITE PLAN CONTROL BY-LAW 94-028
DE-2
H
C
D
E
G-3
SHERMAN AVENUE SOUTH
CANNON STREET EAST
KING STREET EAST
VINELAND AVENUE SOUTH
DUNSMURE ROAD
MAIN STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE NORTH
SOMERSET AVENUE
EDWARD PLACE
EDWARD STREET
SENATOR AVENUE
BARNESDALE AVENUE
FAIRHOLT RD N
GARFIELD AVE N
LOTTRIDGE STREET
MELROSE AVENUE
PROSPECT ST NORTH
LEINSTER AVE NORTH
ANN ST
OLGA ST
CARRICK
SPADINA
BLVD

2(BXiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 2
File No. TEC-051-98 / Author: ·S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 14 Picton Street West - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Picton Street West commencing at a point 138 feet west of James Street North and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Venita Mary Finch, 14 Picton Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Gordon Finch, 14 Picton Street West, that a reserved "Permit Parking" space be designated on the north side of the street directly in front of his home since his mother, who lives with him, is disabled.

Picton has a 28-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in this area.

Staff has confirmed that Mrs. Finch meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces. An investigation has revealed that there is a narrow driveway at the side of the property. However, Mr. Finch has advised that his vehicle does not fit in the driveway and must be parked on the street. Therefore, staff concurs with the request.

CVB/MBH/kg


HARBOUR HEADLINE
F-1
F-1/S-838
F-1
F-1
F-1
L-1-1
A
A
K
D
E
D
D
D
J
J
DE-3
DE/S-65
C
H/S 818
O/S 1176
ROAD CLOSED BY-LAW No 92 133
LEANDER DRIVE
BAY STREET
WOOD STREET
BURLINGTON STREET
MACAULEY STREET
PICTON STREET
NICHOL STREET
FERRIE STREET
SIMCOE STREET
HILMON STREET
STRACHAN STREET
GUISE ST
NORTH
WEST
JAMES STREET
MACNAB

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 02
File No. TEC-050-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Cyprus Drive and Sirente Drive - Intersection Control

RECOMMENDATION:

That northbound traffic on Cyprus Drive be required to stop for eastbound and westbound traffic on Sirente Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

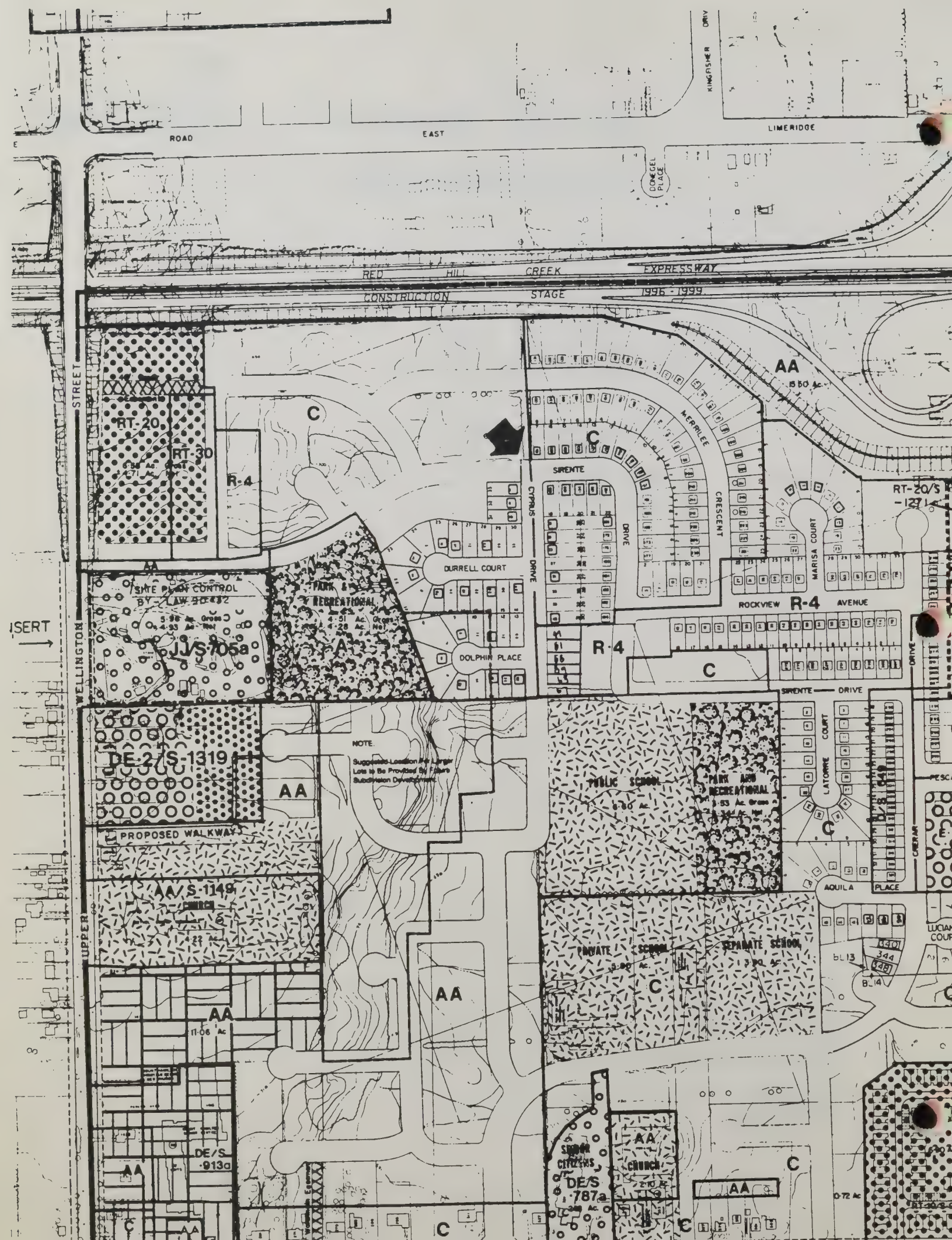
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Anderson has advised of a request from Mr. Swales, 25 Durrell Court, that stop control be implemented at the intersection of Cyprus and Sirente. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersection in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Cyprus be required to stop for eastbound and westbound traffic on Sirente.

CVB/MBH/klk


ROAD
EAST
LIMERIDGE
KINGFISHER DRIV
DONEGEL PLACE
RED HILL CREEK EXPRESSWAY
CONSTRUCTION STAGE 1996 - 1999
STREET
RT-20
RT-30
R-4
AA
C
MERRILEE CRESCENT
SIRENTE DRIVE
CYPRUS DRIVE
DURRELL COURT
DOLPHIN PLACE
MARISA COURT
ROCKVIEW AVENUE
R-4
RT-20/S -127
SITE PLAN CONTROL BY-LAW 80-232
JJ/S-705a
PARK & RECREATIONAL
DE-2/S-1319
NOTE
PROPOSED WALKWAY
AA/S-1149
CHURCH
PUBLIC SCHOOL
PARK AND RECREATIONAL
LATORRE COURT
AQUILA PLACE
PRIVATE SCHOOL
SEPARATE SCHOOL
DE/S -913a
DE/S -787a
SENIOR CITIZENS
WELLINGTON
UPPER

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 03
File No. TEC-053-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Stanley Avenue and Kent Street - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Stanley Avenue and Kent Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

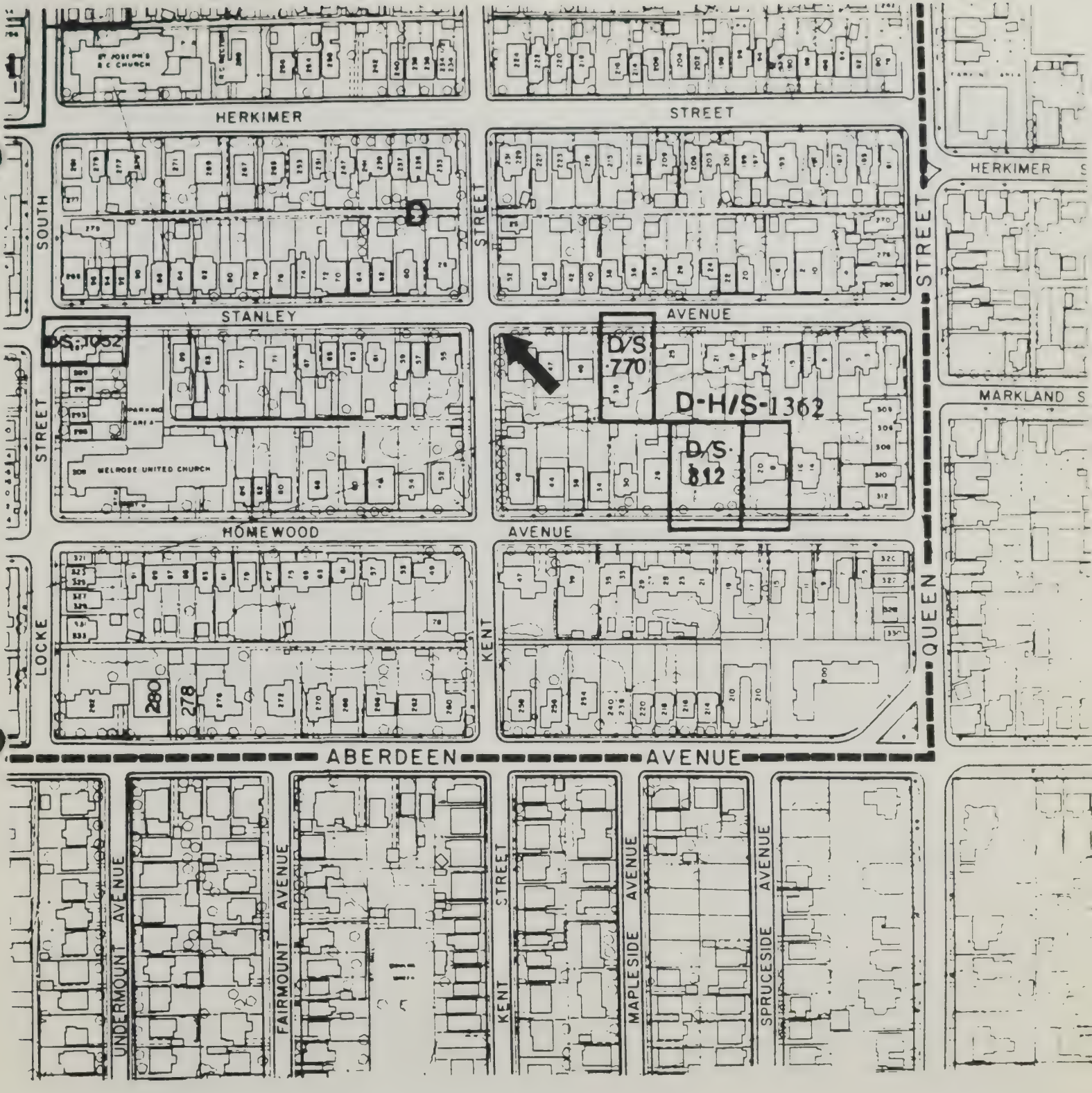
Mayor Robert Morrow has advised of a request from Maxine Brandon, 5 Homewood Avenue, that all-way stop control be implemented at the intersections of Herkimer and Kent and Stanley and Kent. Alderman Marvin Caplan has also advised of a request for all-way stop control at Stanley and Kent.

City Council at its meeting held 1998 January 27 approved all-way stop control at the intersection of Herkimer and Kent. These signs will be erected in the very near future.

The intersection of Stanley and Kent is a four-leg intersection, and presently, westbound traffic on Stanley, which is a one-way street, is required to stop for northbound and southbound traffic on Kent. Records indicate that this intersection has experienced an average of 0.4 collisions per year over the past eight years. This is a good collision record for this type of intersection.

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. A recent site investigation has revealed that the existing stop signs are well located and readily visible. However, there is a tree on the northeast corner of this intersection which obstructs visibility for westbound traffic on Stanley attempting to enter Kent. Therefore, rather than removing a healthy City tree, staff concurs with the request for all-way stop control at the intersection of Stanley and Kent.

CVB/MBH/klk



135	127	21
136	92	41
26	93	41

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

KIRKENDALL NORTH

ZONING

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 30
File No. TEC-049-98 / Author: J. R. Walshaw

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Mall Road and Mohawk Road East
Repeal of Right Turn on Red Prohibition

RECOMMENDATION:

That the "No Right Turn on Red, Saturday and Sunday" regulation controlling northbound traffic on Mall Road at Mohawk Road East be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the existing signs.

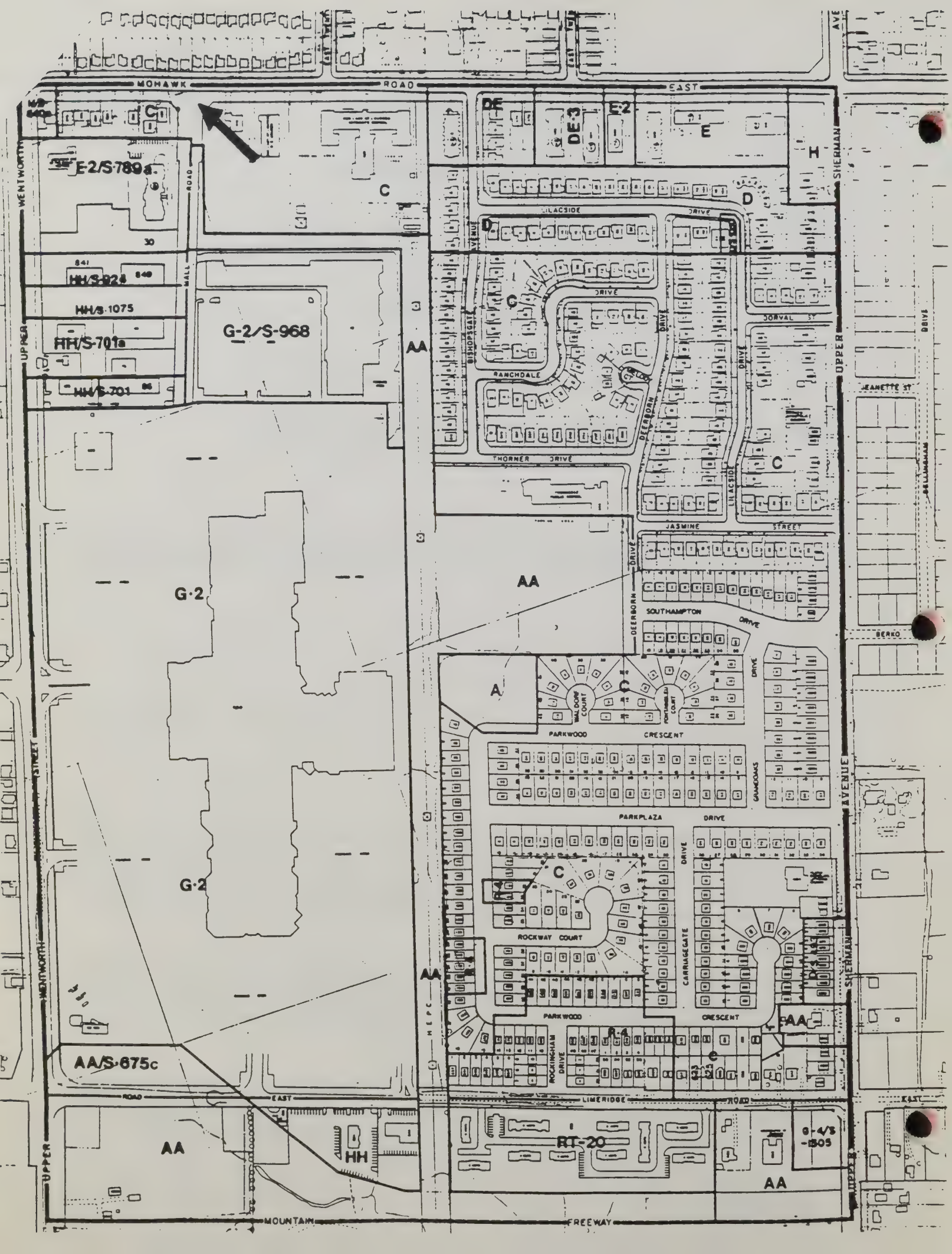
BACKGROUND:

In 1994 City Council enacted a regulation to prohibit right turns on a red signal on Saturdays and Sundays on Mall Road at Mohawk Road East. This action was taken following the expression by area residents of concerns about traffic at the intersection. This action was implemented despite there being any history of collisions which this regulation would have been likely to prevent.

The major effect of the implementation of the regulation has been to increase delay to vehicles turning from Mall Road to Mohawk Road. There is also a significant occurrence of vehicles disobeying the regulation. There have been no reported collisions which could have been prevented by this regulation since it was implemented.

There is no anticipated safety drawback associated with removing this regulation. Positive aspects will be the reduction in delay to vehicles that are accessing Mohawk Road from Mall Road. Staff recommends that the "No Right Turn on Red" regulation be rescinded.

JRW/BJM/pdb


MOHAWK ROAD EAST
WENTWORTH ROAD
UPPER SHERMAN AVENUE
E-2/S-789a
HH/S-1075
HH/S-701a
G-2/S-968
G-2
AA
AA/S-675c
HH
RT-20
LILACSIDE DRIVE
RANCHDALE DRIVE
THORNER DRIVE
JASMINE STREET
SOUTHAMPTON DRIVE
PARKWOOD CRESCENT
PARKPLAZA DRIVE
ROCKWAY COURT
CARRIAGEGATE DRIVE
ROCKINGHAM DRIVE
LIMERIDGE ROAD
MOUNTAIN FREEWAY
JEANETTE ST
BERKO

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 04
File No. TEC-062-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of Eastwood Street adjacent to Hillsdale School - Taxi Stand

RECOMMENDATION:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Eastwood Street commencing at a point 52 feet south of Melvin Avenue and extending 25 feet southerly, and the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Hillsdale School has requested that a Taxi Stand be implemented adjacent to the school on the east side of Eastwood Street, south of Melvin Avenue, to accommodate one taxi. Presently, stopping is prohibited on the east side (school side) of Eastwood, immediately south of Melvin, in the requested area. The west side of Eastwood is currently unrestricted.

The taxi transporting kindergarten students is unable to stop to load/unload immediately adjacent to the entry doors for the kindergarten students. Therefore, in order to reserve an area for the taxi to stop while picking up and dropping off the students at the entrance to Hillsdale School it is appropriate to shorten the existing "No Stopping" area and replace it with a "No Stopping, Taxi Stand".

TA/MBH/kg


J
K
C
H
G
B
D
EMBURY COURT
BANCROFT STREET
ROAD
NASH
VANSITMART AVENUE
BARTON
WOODWARD AVENUE
STREET
WAVERLY
BRUNSWICK
OSBORNE
TALBOT
BILLARD COURT
MELVIN AVENUE
EAST
SITE PLAN CONTROL BY-LAW NO. 8752-992
SUMACH STREET
EASTWOOD AVENUE
HEATH STREET
POTTRUFF ROAD N.
CAVALIER CR.
DRIVE
NUGENT
NORTH
EDE STREET
HART P.
CRAWFORD
KENTLEY
DRIVE

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 5
File No. TEC-063-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 75 Tisdale Street South - Request to replace the existing Reserved "Permit Parking" space with a Wheelchair Loading Zone

RECOMMENDATION:

(a) That the existing "Permit Parking" regulation on the east side of Tisdale Street South commencing at a point 176 feet north of the east/west leg of Tisdale Street South and extending to a point 21 feet northerly therefrom be replaced with a "Wheelchair Loading Zone, 9:00 a.m. to 7:00 p.m., seven days a week" regulation; and

(b) That the existing "Permit Parking" regulation on the west side of Tisdale Street South commencing at a point 186 feet north of the east/west leg of Tisdale Street South and extending to a point 14 feet northerly therefrom be removed; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

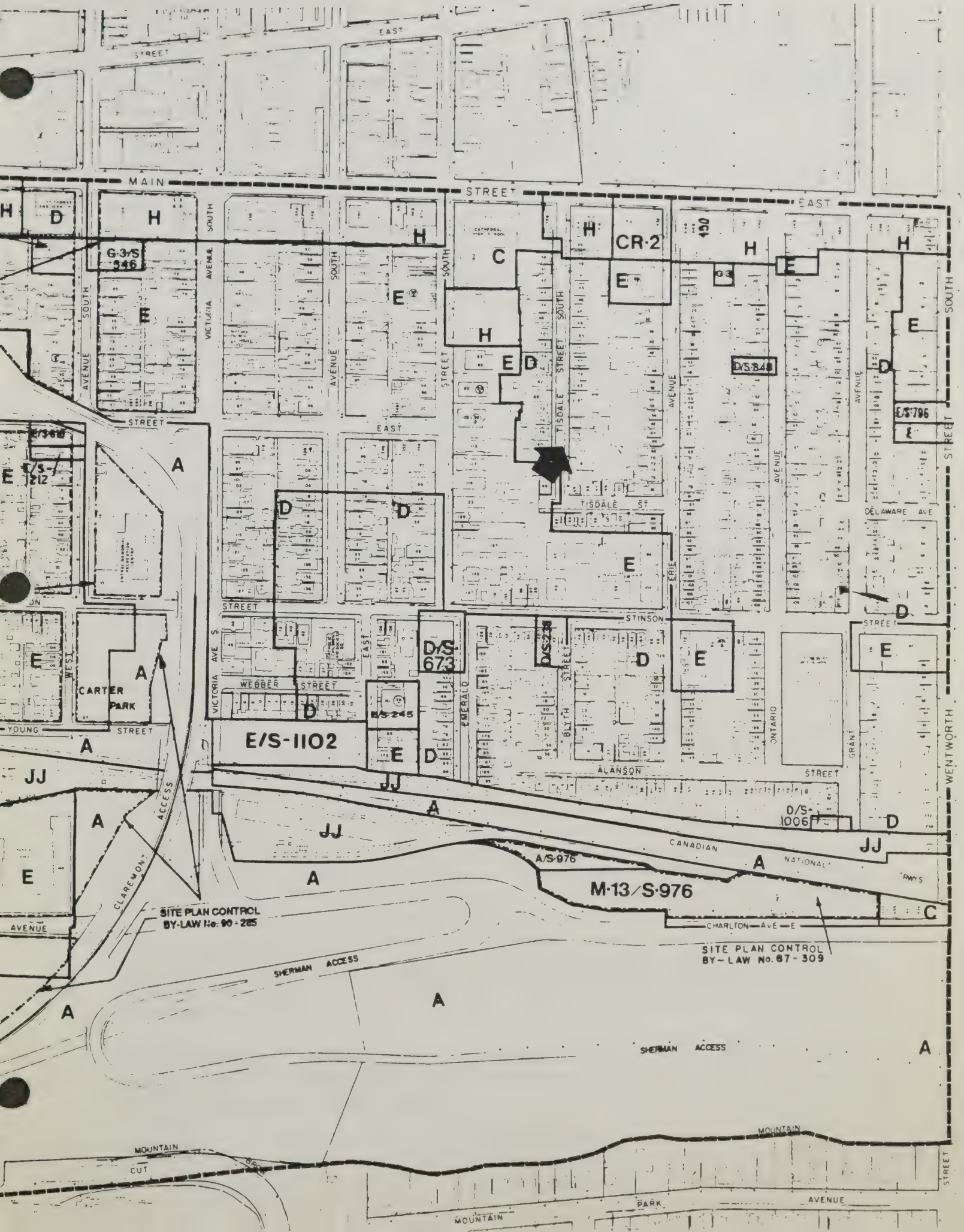
Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of revising and maintaining the subject signs.

BACKGROUND:

Staff has received a request from Mrs. MacEwen, 75 Tisdale Street South, that the existing reserved "Permit Parking" regulation on the west side of the street across from her home be removed and the reserved "Permit Parking" regulation on the east side of the street directly in front of her home be replaced with a "Wheelchair Loading Zone, 9:00 a.m. to 7:00 p.m., seven days a week" regulation as her husband no longer drives and requires the use of Darts vehicles.

The implementation of the requested regulation will restore one on-street parking space to the west side of the street and one on-street parking space after 7:00 p.m., to the east side of the street under the existing "Alternate Side Parking" and full-time "One Hour Parking Time Limit" regulations. Mrs. Wilcox has agreed to limit the hours of the wheelchair loading zone such that parking can occur after 7:00 p.m. on the east side of the street. Therefore, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


MAIN STREET EAST
EAST STREET
SOUTH VICTORIA AVENUE
VICTORIA AVENUE SOUTH
TISDALE STREET SOUTH
TISDALE ST
DELAWARE AVE
STINSON STREET
WEBBER STREET
YOUNG STREET
CARTER PARK
ALANSON STREET
CANADIAN NATIONAL RWYS
CHARLTON AVE E
CLAREMONT ACCESS
SHERMAN ACCESS
MOUNTAIN CUT
MOUNTAIN PARK AVENUE
WENTWORTH STREET SOUTH
CR-2
G-3/S-946
E/S-1102
D/S-673
D/S-245
D/S-348
E/S-796
D/S-1006
A/S-976
M-13/S-976
SITE PLAN CONTROL BY-LAW No. 90-265
SITE PLAN CONTROL BY-LAW No. 87-309

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 04
File No. TEC-060-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wheelchair Loading Zone on Erindale Avenue Adjacent to Rosedale School

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Erindale Avenue commencing at a point 110 feet north of Dundonald Avenue and extending 30 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Rosedale School has requested that a Wheelchair Loading Zone be installed adjacent to the main entrance to the school on Erindale Avenue. Staff met with the Principal to discuss this matter. It was determined that there is one child transported to the school who is disabled. The current entrance to the school for disabled students is by the front doors on Erindale and is the appropriate location for a Wheelchair Loading Zone. Typically, much of the curb-side activity is used by private vehicles picking up and dropping off children, thus the driver of the van used to transport this disabled child is having difficulty finding available space to load/unload this child.

There is presently a "No Parking Anytime" regulation on the east side of Erindale in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

TA/MBH/kg



9	52
122	11
67	87

This is not a Lec
For Zoning Verif
Contact City Build

Neighbourhoc
Zoning Bound

Prepared for The
by the Planning and Dev
of The Regional Municipalit

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 02
File No. TEC-057-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Renewal of By-law Enforcement Towing Contract

RECOMMENDATION:

That Lockwood Motors Limited, be appointed to provide vehicle towing and storage services for the City, in accordance with specifications issued by the Purchasing Division and the Vendor Quote (REF: C16-5597).

D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenues on the order of $17,000.00 per annum are expected to accrue to the City, without the requirement of additional equipment or manpower.

BACKGROUND:

On 1996 February 13, the City Council approved the appointment of Lockwood Motors Limited to provide towing and storage services for the City of Hamilton. Prior to this appointment, towing services were provided by up to 16 different agencies, with no remittance to the City. As a result of the appointment, significant operating efficiencies were realized through the use of a single agency and, in satisfaction of the terms defined in the Request for Quotation, approximately $30,000.00 accrued to the City during the 23 month term of the appointment.

The term of the City's agreement with Lockwood Motors Limited was to approximately coincide with the term of Office of the past Council and has, therefore, come to its conclusion. Approximately 275 tows are performed annually, and in order to maintain the provision of towing services, a subsequent Request for Quotation was recently made available to area towing agencies.

The processing fees proposed in each of the responses to the Request for Quotation, as the amount which each of the towing agencies are offering to pay to the City on a per vehicle basis, are as follows:

RESPONDING TOWING AGENCY	PROCESSING FEE OFFERED
Lockwood Motors Limited	$71.50 per vehicle
Direct Towing Limited	$50.00 per vehicle
Trotters Towing Limited	$40.00 per vehicle

These fees cannot be added as an extra charge, or "passed on", to the vehicle owner. The rates which towing agencies are permitted to charge to the vehicle owner for towing and storage performed under provisions of the Traffic By-laws and the Highway Traffic Act, are regulated by contract and are not affected by the above mentioned processing fees.

CVB/MBH

2(B)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 5

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Keep Hamilton Clean Committee - Appointment of New Members

RECOMMENDATION:

That the following citizens be appointed to the Keep Hamilton Clean Committee for a three (3) year term to expire 2000 December 31:

Rick Butson
Maria Demydchuk
Douglas Monk
Nadine Morrison

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staffing level to support this Committee is provided through two (2) volunteer members of the Public Works' staff complement with no staff time costs attributable to this Committee.

BACKGROUND:

On 1995 April 3, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred to the Department of Public Works and Traffic and to the Transport and Environment Committee from the Finance and Administration Committee.

The Committee shall be comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process. Orientation Sessions were held on 1997 November 24 and 26 to recruit applicants to fill the existing four (three year) vacancies on the Committee.

Following the Orientation Sessions, one incumbent and seven citizens put their names forward for consideration. As approved by the Finance and Administration Committee on 1995 June 6, the interviewing of applicants to the Keep Hamilton Clean Committee was to be conducted by the Public Works Department, to follow the same procedures used for members of the Beautification Committee, as both groups provide resource to the Public Works' staff.

On 1998 January 21, Ron Volterman, a member and former Chair of the Keep Hamilton Clean Committee and Danielle Marchese, a member of the Committee, as well as Public Works' staff, interviewed all applicants (except one who declined to be interviewed) and recommend the above-noted applicants for membership on the Committee. The Keep Hamilton Clean Committee has been appraised of and endorses this recommendation.

DL/DH/

cc Charlene Touzel, City Clerk's Department

URBAN/MUNICIPAL
CAY ON HBL A05
C SITG
1998

URBAN MUNICIPAL

FEB 27 1998

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 March 2nd
9:30 o'clock a.m.
Room 233, City Hall

MARCH 2/98

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Road Closure: Angela Avenue from Scenic Drive westerly

   (b) Proposed Closure: North/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue

   (c) City Sale of Part of the Former Garnet Avenue and Former MacLanders Street to the Regional Municipality of Hamilton-Wentworth

   (d) Earthday - Reuse Days Proposal
   Larry Pomerantz, Earth Day Hamilton Co-ordinator

   (e) Proposed Sale of the Closed Portion of the Road Allowance within the Red Hill Valley Expressway Corridor

   Presentations:

   (i) Ross Hunt, 10 Bettina Avenue
   (ii) Raymond J. Dartsch, #2 - 22 Fairleigh Avenue South for Judith and Marion Brezden, 98 Glen Castle Drive
   (iii) Nancy E. Haigh, 10 Bettina Avenue
   (iv) Lynda M. Jukasik, 148 Oakland Drive

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

(v) Ron Plinte, 699 9th Avenue East
(vi) Dan Padoin, 714 Central Avenue
(vii) Neil Croft, #3 - 106 Myrtle Avenue
(viii) Kerry Brookes, 201 Dumbarton Avenue
(ix) Kevin MacKay, 24 King Street East
(x) Joseph V. Meneyon, 208 Montmorency Drive
(xi) Brian McHattie, 1 Barclay Street
(xii) Heather Wilson, 8 Henry Street
(xiii) Danielle Marchese, 4 Lunner Avenue
(xiv) Don McLeod, 68 - 151 Gateshead Crescent
(xv) Elizabeth Savelli
(xvi) Joe Minor, 24 Sterling Street
(xvii) Christine Wilson, 24 Sterling Street
(xix) Albert Aitken, 38 Brookstream Court
(xx) Jocelyn Neysmith, 1 Barclay Street
(xxi) Richard Allen, 85 Haddon Avenue North
(xxii) Lucy Watroba, 203 Cloverdale Avenue
(xxiii) Peter Hutten, 7 Rita Street, Dundas
(xxiv) Lloyd Docherty, 106 - 16 Champlain Avenue
(xxv) Sheri Ross, 560 Fifty Road North, Stoney Creek
(xxvi) Julia Tozzi, 125 Erin Avenue
(xxvii) Cees van Jemeden
(xxviii) Corey Lewis, 560 Fifty Road North, Stoney Creek
(xxix) E. Halliwell, 205 East 28th Street
(xxx) victoria Boulter, 46 Armstrong Avenue
(xxxi) Ross Hunt, 10 Bettina Avenue
(xxxii) Carolyn Wilson, 179 Balmoral Avenue South
(xxxiii) Nick Bokaychuk, 175 Kimberley Drive
(xxxiv) Gilbert and Margaret Young, 12 Armstrong Avenue
(xxxv) Holland Bolstep, 201 Dumbarton Avenue
(xxxvi) Pat Jessome, 10 Armstrong Avenue
(xxxvii) Wendy Ziemiak, 168 Balmoral Avenue South
(xxxviii) Glenn Barret, 1 Barclay Street
(xxxix) Ted Basciano, 955 Lawrence Road
(xl) John Haselmayer, 259 Main Street West
(xli) Chris Boulle
(xlii) Jake McGee, 16 Bond Street
(xliii) Carl Rothfels, 60 Bowman Street
(xliv) N. John Lee, Hamilton King's Foresters Orienteering Club
(xlv) Dominic Lera, 252 Hixon Road
(xlvi) Maria DeClerico, 14 Clerico Court
(xlvii) Ralph DeClerico, 6 Clerico Court
(xlviii) Joe Lera, 18 Clerico Court
(xlix) Lorna Zaiembg, 300 Rosedale Avenue
(l) Mike Mitchell, 259 Main Street West

(li) Frank Polin, 202 - 1710 Main Street West
(lii) Joel Begin, #1008 - 1868 Main Street West
(liii) James S. Quinn, 20 Blackwood Cr.
(liv) Ms. Younge, 12 Armstrong Avenue
(lv) MariBeth Muri, 276 Montrose Avenue
(lvi) Rita Chimienti, 164 Rosdale Avenue

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

(a) Proposed 1.5m Wide Sidewalk, South Side
of Glen Road, Between Bond Street North and Longwood Road North

(b) Proposed Roadway Alteration of Ferguson Avenue North
Between King Street and King William Street

TRAFFIC DIVISION

(c) Limeridge Road East and Lennox Street
School Crossing Guard Request

(d) Intersection of Berkindale Drive and Sylvester Street
Intersection Control

(e) Intersection of locke Street North and Florence Street
Intersection Control
(Referred back by City Council and subsequently tabled to the next Transport and Environment meeting by Committee 1998 February 16)

CITY ENGINEER

(f) Payment of Outstanding Servicing Costs Under Committee of Adjustment Application B-97-12 and 13, 1279 Upper Gage Avenue, Hamilton

(g) 1998 Servicing Expenditures Related to Subdivisions
Brigadoon Park

4. **OTHER BUSINESS**

5. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
4.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
6.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back
7.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back

Kevin C. Christenson, Secretary
March 2nd, 1998

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 28
T103 50 (334) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Road Closure: Angela Avenue
from Scenic Drive Westerly (R-97-10(A))

RECOMMENDATION:

That the application of the City Clerk's Department to close the unopened portion of Angela Avenue, from the west side of Scenic Drive to the west end of the unopened road allowance, be approved subject to the following conditions:

A. i) That the City Solicitor be authorized to make an application to a Judge of the Ontario Court (General Division), under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close, and sell the unopened road allowance of Angela Avenue, from Scenic Drive westerly to the west limit of Angela Avenue.

ii) That the Senior Director of Roads be directed to sign an affidavit, setting out that no public funds have been expended on the portion of unopened road allowance to be closed.

iii) That the documentation regarding the application to a Judge of the Ontario Court (General Division), be prepared by the applicant, to the satisfaction of the City of Hamilton Law Department, and that the applicant be responsible for all fees payable to the Ontario Court.

Cont'd ...

Cont'd...

Proposed Closure: Angela Avenue

iv) That the Applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval of the proposed closing pursuant to Section 44 of the Regional Municipality Act.

vi) That the City Clerk be authorized to proceed with the disposition of the subject lands at market value.

vii) That the applicant provide an easement to Bell Canada for overhead plant in the area.

B. Provided the Judge's Order to close the unopened road allowance is granted:

i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unopened road allowance.

ii) That the City Clerk be directed to publish a notice, pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the City of Hamilton Property Department, to close the portion of unopened road allowance of Angela Avenue, from Scenic Drive to the westerly limit of Angela. The Property Department has determined the lands surplus and suggest the lands be sold to develop a building lot.

cont'd...

Proposed Closure: Angela Avenue

Cont'd ...

The area proposed for closure is the portion of Angela Avenue, west of Scenic Drive and backing onto the Lands of the Hamilton Health Association. This Department has circulated a notice of closure to the abutting property residents/owners, the affected municipal departments, and the public utility companies. The results were as follows:

i) Abutting owners; Total Number Circularized - 43
In Favour -6 Opposed - 12 No Response - 25

The residents who were opposed were concerned that the lot should not be zoned residential, believing that the lot was too narrow and not suitable for a building lot. The lot measures 20.1m (66 ft.) wide by 26.06m (85.5 ft.) deep, and the area of the lot is 74% of the minimum required under the nearby B-1 Residential Zoning. The subject land is under Niagara Escarpment Commission jurisdiction and is not subject to City zoning provisions. The City of Hamilton Planning Department has advised the subject lands are located within the Westcliffe West Neighbourhood, for which there is no approved neighbourhood plan.

Other concerns from the area residents included a belief that the proposal would diminish the aesthetic values of their properties and expressed a concern over the loss of green space.

ii) Municipal Departments:

No municipal department was opposed, or required easements within the closure area.

iii) Public Utilities: No objections

Bell Canada has plant along the entire south side and entire west side of the property and will require an easement.

The subject property is designated Urban Area in the Niagara Escarpment Plan. Permitted uses are subject to development objectives incorporated into municipal official plans, and where applicable zoning by-laws, which do not conflict with the Niagara Escarpment Plan. Since the lands are located within the Development Control Area, a development permit application (W/R/96-97/87) was submitted to the Niagara Escarpment Commission on 1996 October 10, for approval of development. On 1997 January 16, the application to construct a house on the subject lands was approved by the Niagara Escarpment Commission. During the obligatory fourteen (14) day appeal period, two appeals were submitted which were dealt with by the Hearing Office of The Niagara Escarpment Commission.

cont'd...

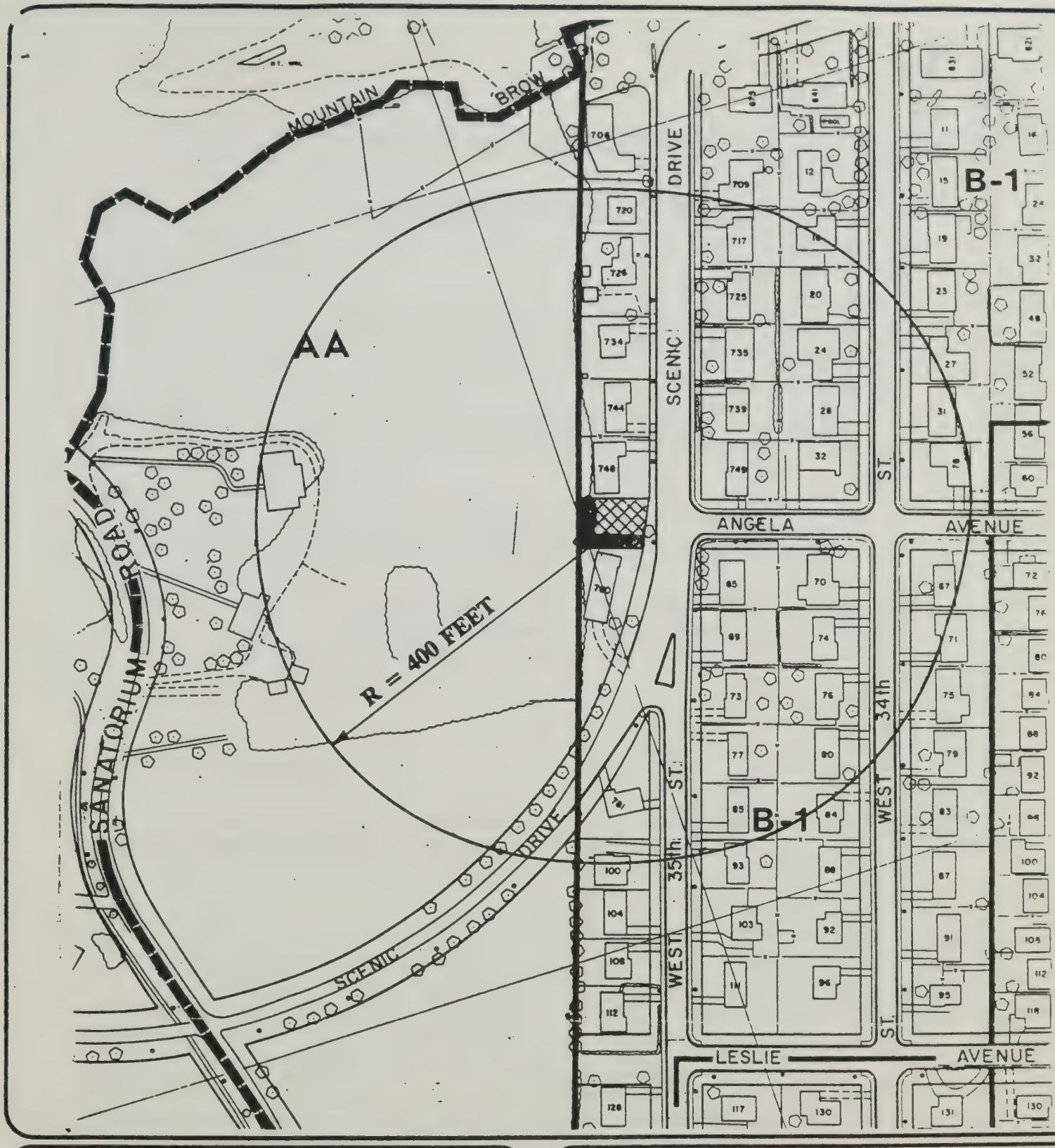
Proposed Closure: Angela Avenue

Cont'd...

A Niagara Escarpment hearing was held on 1997 April 29, and the Hearing Officer's recommendation to approve the application, was submitted to the Minister of Natural Resources on 1997 May 22 for a final decision. The decision of the Minister on 1997 November 20, was to approve the application for the construction of a single family, one story dwelling.

Although there were some negative responses received from the neighbourhood, all affected agencies and departments have concluded that the development will be compatible with the visual and natural environment of the Escarpment and with surrounding residential development.

JKC:
cc: A. Zuidema, Law Department
cc: M. Watson, Manager City Clerk's Department (Real Estate Division)



LOCATION PLAN

FOR PROPOSED PART OF ROAD ALLOWANCE CLOSURE (ANGELA AVENUE) AND SELL-OFF

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

PROPOSED PART OF ROAD ALLOWANCE CLOSURE (ANGELA AVENUE) AND SELL-OFF

North	Scale	Reference File No.
	Not to Scale	T103-03 (334)
	Date	
	SEPT. 28, 1995	

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 January 20
T103-03 (346) J.K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Closure: North/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue (R-97-40a)

RECOMMENDATION:

That the Committee review the request to close the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ...

1998 January 20

Proposed Closure: North\South alley between Thayer and Queensdale

Cont'd...

BACKGROUND:

A request has been received from P. Kebic, agent for an abutting property owner (E. Brower 386 Thayer Avenue, Hamilton On. L9A 1J9) to close the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue (see attached drawing).

The present alley system is in the block bounded by East 16th Street, Thayer Avenue, Queensdale Avenue and East 15th Street. The alley is presently unassumed.

This Department circulated notice to the abutting property residents/owners and to the affected municipal departments and public utility companies. The results are as follows:

i) Abutting owners:
Total number circularized - 63
In Favour - 12 Opposed - 3 No Response - 48

ii) Municipal Departments:
There were no municipal objections to this proposal. The Building Department advised that the residents at 386 Thayer and 367 Queensdale may use the alley for parking. The response from those residents however, was in favour of closure.

iii) Public Utilities:
No comment.

The three (3) residential objections were concerned with the loss of future use in the alley. Two (2) of those opposed are abutting owners and they were concerned with being denied access to their backyards specifically regarding any future development of the properties. One of the abutting owners was concerned with potential flooding during the spring and advised that the alley is used to truck in soil to minimize the effects of the flooding.

The status of the alley is public unassumed, and as such it would have to be closed by Judge's Order.

Due to the residential opposition and the probability of the City being liable for court costs of any objecting party, we cannot support this application. On 1997 May 13 this Department contacted the agent for the applicant and advised that we would not support the closure request.

Cont'd ...

1998 January 20

Proposed Closure: North\South alley between Thayer and Queensdale

Cont'd...

The City's policy with regard to a road closure application is that $100 of the $616 application fee would be reimbursed should a Committee report not be required (that is , if the applicant withdraws his application). The agent for the applicant was also informed that should this Department proceed to Committee with a report, there would be no reimbursement of the application fee. The applicant's agent has requested by correspondence dated 1997 May 15 that the Committee hear the application.

If the request by the applicant is acceptable to the Committee, it should be approved subject to the following conditions:

i) That the City Solicitor be authorized to make an application to a Judge of the Ontario Court (General division) under Section 88 of The Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue;

ii) That the Senior Director, Roads Division be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed;

iii) That the documentation regarding the application to a Judge of the Ontario Court (General Division) be prepared by the applicant and that the applicant be responsible for all fees payable to the Ontario Court (General Division) for review by the City Solicitor;

iv) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

vi) That the Manager of Real Estate Division, City Clerks be authorized to proceed with the disposition of the subject lands to the abutting owners.

B. Provided the order from the Judge of the Ontario Court (General Division) to close the unassumed alley is granted:

i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unassumed alley to the abutting owners;

Cont'd ...

Proposed Closure: North\South alley between Thayer and Queensdale

1998 January 20

Cont'd...

ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

On 1997 September 30 City council approved Item #1 of the 10th Report of your Committee to amend the 1997 September 22 report in its entirety and directed the Commissioner of Transportation to prepare a By-law for the sale of the closed unassumed alley to the abutting owners and that the City Clerk publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990 of the City's intention to pass the By-law.

Public notice to consider the closure and Sale By-law was advertised as directed and notice was sent out to the affected area residents informing all of the Committee meeting to discuss the closure application. Since legal closure of the alley will require an order from a Judge of the Ontario Court (General Division), offers to purchase have not been extended to the abutting owners and the closure By-law will be drafted upon registration of a judge's order.

Should the City approve the application, a petition to a Judge of the Ontario Court (General Division) under Section 88 and then a Judge's Order is required prior to legal closure and subsequent sale to the abutting owners. The Judge of the Ontario Court (General Division) may require information as to whether the affected property owners consent to the closure prior to considering whether same will be granted.

JKC:

cc: Alderman T. Anderson
cc: Alderman B. Kelly
cc: A. Zuidema, Law Department
cc: M. Watson, City Clerk's Department

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 20
S609-01 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: City Sale of Part of the Former Garnet Avenue & Former MacLanders Street to the Regional Municipality of Hamilton-Wentworth (R-98-12)

RECOMMENDATION:

a) That the By-law to sell portions of closed Garnet Avenue & MacLanders Street designated as:

Part 18 on Plan 62R-11788.

be prepared to the satisfaction of the City Solicitor and be enacted by Council.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

The City Council at it's meeting on 1997 September 30, adopted Item #22 of the 20th Report of the Finance and Administration Committee to sell the above mentioned closed road allowances and other lands to the Regional Municipality of Hamilton-Wentworth for a sum of $2.00.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject properties. Therefore, it is necessary to pass this By-law in order to complete the sale.

GM
KML/GM:sk
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, City Clerk's Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO SELL A CLOSED PORTION OF GARNET AVENUE AND MACLANDERS STREET DESIGNATED AS PART 18 ON PLAN 62R-11788

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the said Garnet Avenue and MacLanders Street have been closed by Judge's Order registered as 301990 AB and as authorized by City Council in adopting Item 22 of the 20th Report of the Finance and Administration Committee on 1997 September 30.

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of the By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the closed portion of Garnet Avenue and MacLanders Street designated as:

   Part 18 on Plan 62R-11788.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

   is hereby authorized.

2. That the above mentioned lands be sold to the Region of Hamilton-Wentworth along with other lands for the sum of $2.00 as authorized by City Council on 1997 September 30.

PASSED this day of A.D. 1998

City Clerk Mayor

1 (d)

Earth Day Hamilton
17 Head St.
Hamilton, Ontario L8R 1P8

February 23rd, 1998

CITY CLERKS

Kevin Christenson
Secretary, Environment and Transportation Committee
City of Hamilton
Hamilton, Ontario

EARTH DAY® CANADA

Dear Mr. Christenson:

As requested by Mr. Chris Firth-Eagland., I am submitting a summary in support of Regional Reuse days.

Background

Earth Day Hamilton represents a local link to the world's largest grassroots environmental awareness campaign. Over two-hundred million participants celebrate Earth Day festivities throughout the week of April 22nd. Last year we hosted "Earth Week", a series of educational based activities related to the environment. Highlights included an Earth Walk, Eco-Festival and Neighbourhood Reuse Days.

Reuse Days allow residents to place unwanted reusable items curbside and permit neighbours to remove these items for their own use. Similar events have witnessed years of community-wide support and participation in Dundas and Oakville. Residents of Ancaster, Dundas, Flamborough, Glanbrook and Stoney Creek were given the opportunity to participate in such an event last year. Each participating community had a bulk pick up service scheduled for the following week and reported no complications related to the event.

Earth Day Hamilton promoted the event through an automated dial-in number, radio, newspaper advertisements, interviews and through direct communication with local schools. The Regional Environmental Services Department supported the initiative with promotional advertisements in several local newspapers.

Proposal

This year we would like to see The City of Hamilton participate in a Regional Reuse event scheduled for the weekend of April 25th and 26th. Such an event promotes environmental awareness, encourages community participation and improves the environmental image of a community. The entire community benefits through heightened levels of environmental awareness in the following ways:

Recycling volumes increase through the municipal blue-box program.
Landfill sites receive reduced volumes of waste.
Public transit participation levels increase.
Children and adults enjoy the opportunity to actively improve our local environment.
Economic development benefits from the improved image of a cleaner, environmentally conscious community.
Vision 2020 and the numerous community based environmental groups gain additional recognition and support.

In order to eliminate costs incurred by The City of Hamilton related to bulk item pick up, it is also proposed that all promotion within The City of Hamilton clearly indicate that remaining items must be taken back in. The event will be promoted as it was last year through radio ads, newspapers ads and at local schools.

In the aftermath of the recent highly publicized Plastimet disaster, we must enter a rebuilding phase. Any event that increases environmental awareness, reduces waste, promotes the goals of Vision 2020 and improves our environmental image with little or no cost to the city must be considered as beneficial to our economic development and an important element to the rebuilding phase. A Reuse event represents a positive step towards rebuilding the environmental image of the city. The question that remains is not "how can we afford to have a Reuse event" but "can we afford not to?"

Please call me at 525-5577 if you require any additional information or to keep me updated with the progress of this proposal.

Sincerely,

Larry Pomerantz
Earth Day Hamilton Coordinator

cc Dave Wilson, Don Heintz, Peter Dunn, Richard Tupholme, John Hamilton, Blair Smith, Catherine Reisiger, Paul Cripps, Geraldine Copps, Terry Cooke, Phil Jensen, Susan Alexander, Chris Firth-Eagland, Bob Morrow

1(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 18
G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: City Sale of Various Closed Road Allowances to the Regional Municipality of Hamilton-Wentworth
(R-97-09)

RECOMMENDATION:

a) That the By-law to sell portions of closed road allowances designated as:

1. Part of Part 9 on Plan 62R-11165
2. Part of Part 4 on Plan 62R-11164
3. Part of Part 4 on Plan 62R-11340
4. Part of Part 2 on Plan 62R-11249
5. Part of Part 1 on Plan 62R-11263
6. Part of Part 1 on Plan 62R-11231

be prepared to the satisfaction of the City Solicitor and be enacted by Council.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd . . . 2

BACKGROUND:

The City Council at it's meeting on 1997 December 11, adopted Item #9 of the 1st Report of the Parks and Recreation Committee to sell portions of the above mentioned closed road allowance and other lands to the Regional Municipality of Hamilton-Wentworth for a sum of $3,222,000.00.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject properties. Therefore, it is necessary to pass this by-law in order to complete the sale.

KML GM
KML/GM:sk
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, City Clerk's Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO SELL PARTS OF THE CLOSED ORIGINAL ROAD ALLOWANCE BETWEEN LOTS 32 & 33 CONCESSION 4 AND BETWEEN CONCESSIONS 3 & 4 AND BETWEEN LOTS 30 & 31 CONCESSION 3 ALL IN THE GEOGRAPHIC TOWNSHIP OF SALTFLEET AND PART OF CLOSED WOODWARD AVENUE AND PART OF THE CLOSED WOODWARD AVENUE TRAFFIC CIRCLE.

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS a portion of the road allowance between Lots 32 & 33 was closed by Township By-law 145 registered as Instrument 109231AB, a portion of the road allowance between Lots 32 & 33 was closed by Township By-law 146, unregistered, all in Concession 4, in the geographic township of Saltfleet, a portion of the road allowance between Concessions 3 & 4 in the geographic township of Saltfleet was closed by By-law 73-237, registered as Instrument No. 304001AB, a portion of the road allowance between Lots 30 & 31 in Concession 3 in the geographic township of Saltfleet was closed by By-law 7644 registered as Instrument No. 1714, a portion of Woodward Avenue was closed by Judge's Order registered as Instrument No. 61766AB, a portion of Woodward Avenue traffic circle on Registered Plan 876 and Part of Block F on registered Plan 865 was closed by Judge's Order registered as Instrument No. 69776AB.

AND WHEREAS the Council of the Corporation of the City of Hamilton in adopting item 9 of the 1st Report of the Parks and Recreation Committee on 1997 December 11 authorized the City to sell the above noted closed roads.

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following lands designated as:

   Part of Part 9, Plan 62R-11165, being part of the Original road allowance between Lots 32 & 33 Concession 4, closed by Township By-law No. 145, registered as Instrument No. 109231AB.

   Part of Part 4, Plan 62R-11164, being part of the Original road allowance between Lots 32 & 33 Concession 4, closed by Township By-law No. 146, unregistered.

Part of Part 4, Plan 62R-11340, being part of the Original road allowance between Concessions 3 & 4, as closed by By-law No. 73-237, registered as Instrument No. 304001AB.

Part of Part 2, Plan 62R-11249, being part of the road allowance between Lots 30 & 31, Concession 3, closed by By-law No. 7644, registered as Instrument No. 1714.

Part of Part 1, Plan 62R-11263, being part of Woodward Avenue closed by Judge's Order, registered as Instrument No. 61766AB.

Part of Part 1, Plan 62R-11231, being part of the Woodward Avenue Traffic Circle Plan 876 and Part of Block "F", Plan 865, closed by Judge's Order, registered as Instrument No. 69776AB.

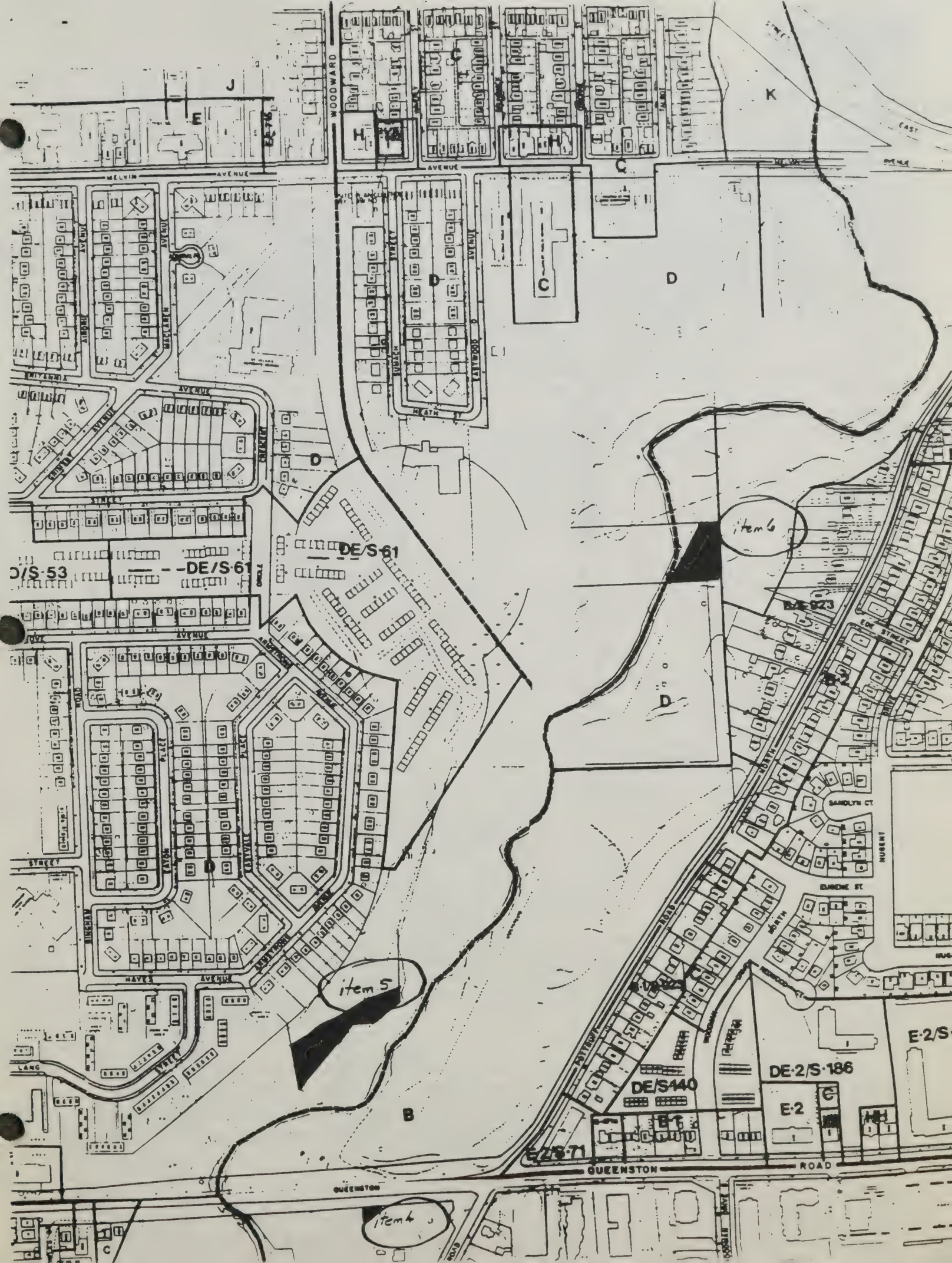
City of Hamilton
Regional Municipality of Hamilton-Wentworth

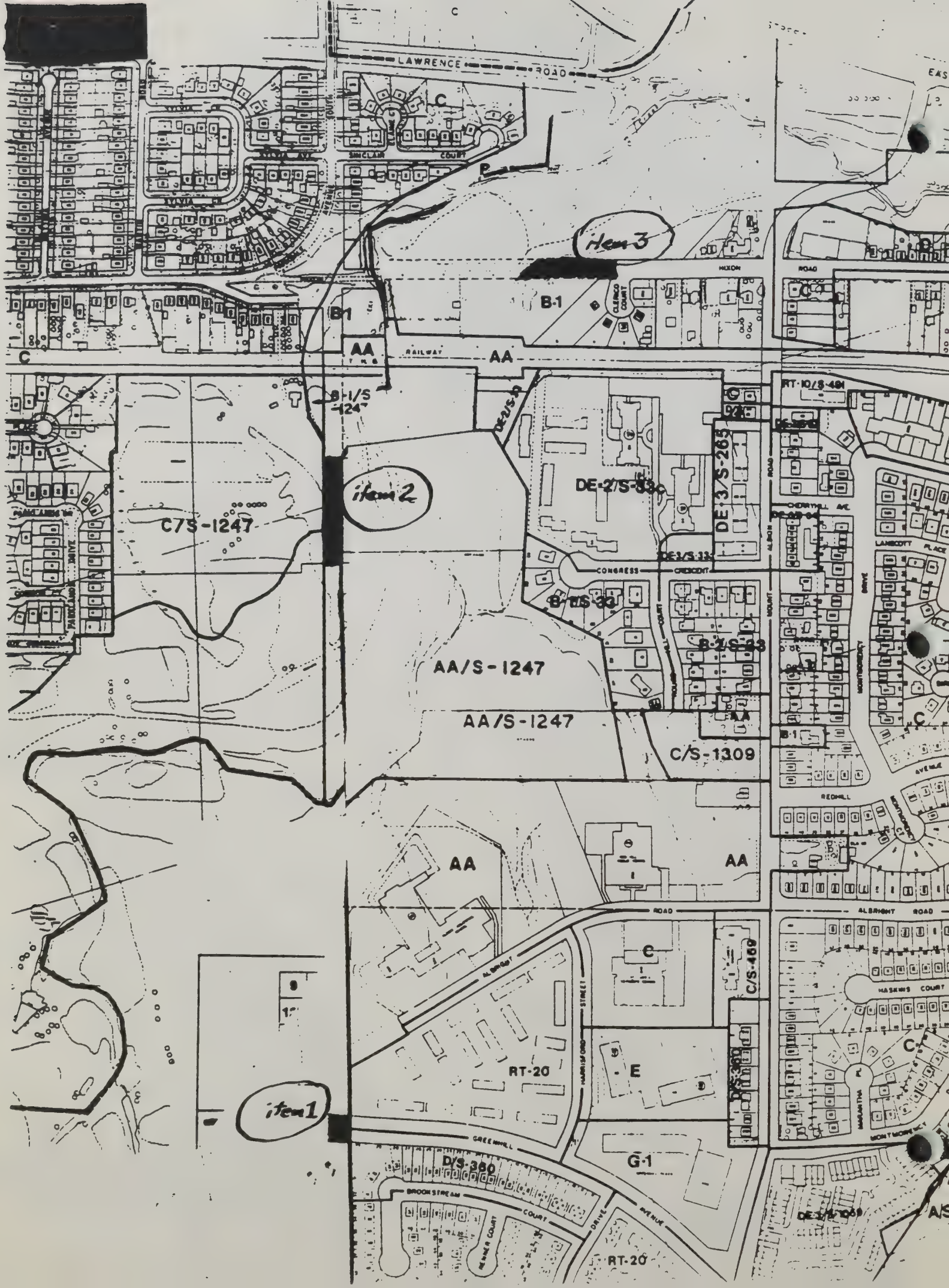
be disposed of.

2. That the lands mentioned above be sold to the Regional Municipality of Hamilton-Wentworth along with other lands pursuant to the offer dated 1997 November 11 for the sum of $3,222,000.00 as authorized by City Council on 1997 December 11.

PASSED this day of A.D. 1998

City Clerk Mayor


item 6
item 5
item 4
DE/S-61
D/S-53
DE/S-61
DE/S140
DE-2/S-186
E-2
E-2/S-71
QUEENSTON ROAD
WOODWARD
MELVIN AVENUE
HAYES AVENUE
LANG
SANDLYN CT
DUNCAN ST
NUGENT


LAWRENCE ROAD
Item 3
B-1
AA
RAILWAY
AA
B-1/S-124
item 2
C/S-1247
DE-2/S-33c
DE-3/S-285
DE-1/S-33
B-1/S-33
B-1/S-33
AA/S-1247
AA/S-1247
C/S-1309
AA
AA
item 1
RT-20
E
C/S-460
G-1
D/S-380
RT-20
RT-10/S-491
ALBRIGHT ROAD
CHERRYHILL AVE.
LANSCOTT PLACE
REDHILL
MONTGOMERY DRIVE
HASKINS COURT
MARANTHA PL
MONTGOMERY WAY
CONGRESS CRESCENT
BROOKSTREAM COURT
HENNER COURT
GREENHILL AVENUE

2(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 23

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed 1.5m Wide Sidewalk, South Side of Glen Road, Between Bond Street North and Longwood Road North**

RECOMMENDATION:

1. That the Commissioner of Public Works and Traffic be authorized and directed to construct a 1.5m wide sidewalk on the south side of Glen Road between Bond Street North and Longwood Road North.

2. That the cost of the sidewalk estimated at $35,000 be charged to Account CH 51401 60132, Sidewalk Curb Repairs.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

A petition form under Section 11 of the Local Improvement Act was requested from this Department in October 1997. The petition was returned to this Department in late January this year. Although it had over forty signatures of area residents it was not signed by any of the three abutting owners (see attached).

In order for the petition to be sufficiently-signed, it would require two of the three abutting owners to sign. Two of the owners had contacted staff advising of their opposition to the construction of a concrete sidewalk. Their main concern was a loss of a parking space in their driveway if the sidewalk was constructed back of the existing curb. Our Forestry staff have

visited the site and have concluded that the existing trees on the south side of Glen Road would be seriously affected by any sidewalk construction at the back of the existing curb. For the above reasons, if a decision is made to construct a sidewalk, it should be constructed at the back of a relocated curb by narrowing the roadway approximately 1.5m.

Council policy adopted November 25, 1986 (Item 11 of the 20th Report of the Transport and Environment Committee) approved a procedure for handling requests on road allowances. It reads in part "If the local improvement is not approved or is sufficiently petitioned against, then consideration be given to constructing an asphalt path utilizing funds available in the City's Current Budget. In these instances, Council approval to be obtained for each location."

The estimate for the construction of an asphalt path and associated curb is $37,000 and the estimate for a concrete combined walk and curb is $35,000. The difference is likely due to the fact that a combined walk and curb could be constructed in a one step process as opposed to the construction of a curb as one step and then the construction of the asphalt path. Therefore, a concrete sidewalk is recommended.

The Traffic Division records for the last five years show no reported pedestrian collisions at this location.

The location of the proposed sidewalk is shown on the attached plan.

RPM/rb
attach.

c.c. Alderman M. Kiss
c.c. Alderman M. Caplan
c.c. A. Ross, City Treasurer

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST, HAMILTON L8P 4Y5 • (905) 546-4528 • RES. (905) 525-5932 – Ward 1

22 January 1998

Memo to: Mr. Doug Lobo, Commissioner of Public Works & Traffic

From: Alderman Mary Kiss, Ward 1

RE: GLEN ROAD - BOND ST. N. TO LONGWOOD N. - SIDEWALK REQUEST

I have just received a petition from residents of Glen Road and neighbourhood requesting a safer walking environment for children going to and from three schools in the area; G. R. Allan, Temple Anshe Shalom and Dalewood School.

In addition concern has been expressed for pedestrians walking in the area and students going to McMaster University.

The first petition consisting of 3 pages requests:

1. That it is expedient to CONSTRUCT a concrete sidewalk on the south side of Glen Road from Bond Street North to Longwood Road North.

2. That such work be constructed as a local improvement under Section 11 of the provisions of "The Local Improvement Act" and the By-laws of the said Council.

The second petition of 3 pages of residents signatures presents an alternative:

1. That if the concrete sidewalk on the south side of Glen Road from Bond Street North to Longwood Road North is not constructed under "The Local Improvement Act" and the By-laws of the said Council, then in order to provide a safer walking environment for students of G.R. Allan School, or Temple Anshe Shalom, or Dalewood School, or McMaster University, or for other pedestrians, then the City of Hamilton and/or the Regional Municipality of Hamilton-Wentworth CONSTRUCT this sidewalk.

I am asking that this request be processed as quickly as possible.

Thank you in advance for your assistance.
MK:sn
Attchs.

98.1039
DEPT. PUBLIC WORKS
JAN 26 1998

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Roadway Alternation of Ferguson Avenue North between King and King William Streets**

RECOMMENDATION:

1. That the proposed alteration of Ferguson Avenue North from King to King William Street to provide for a 6.25m road width as shown on Appendix "A", be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990.

2. That the necessary By-law be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the City Solicitor and advertised by the City Clerk.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

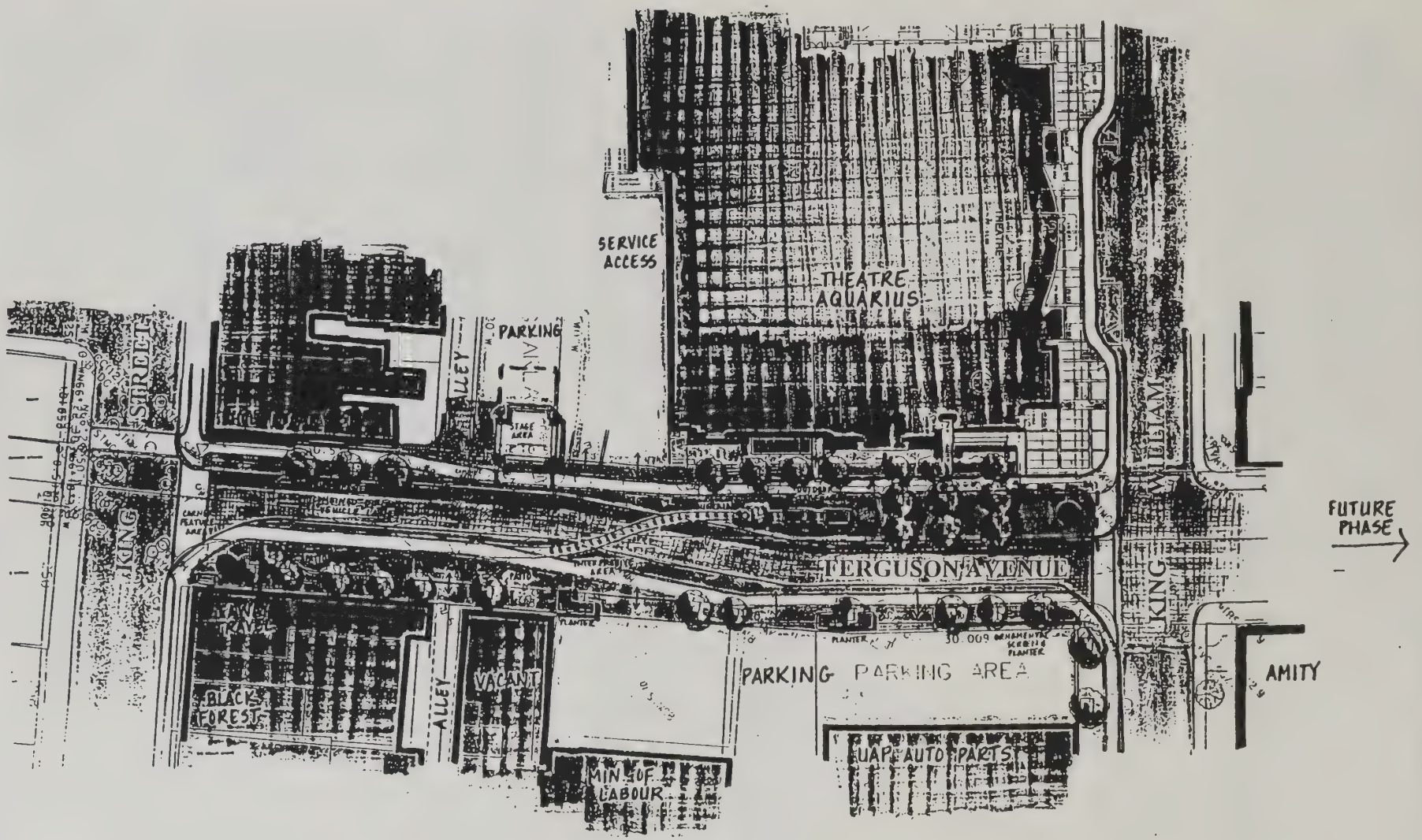
The reconstruction of Ferguson Avenue North between King and King William Streets is included in the 1998 City of Hamilton Reconstruction Program. The roadway design drawings are being prepared and construction is scheduled for the summer of 1998.

The roadway is proposed to have a cross-section to provide for a 4.25m wide combined bike and vehicle lane and a 2.0m wide bicycle lane. The existing width varies from 13.7 to 14.2m.

RPM/rb
attach.

c.c. D. Y. Onishi, Director, Design and Construction
c.c. W. Plessl, Co-ordinator of Park Development & Maintenance

Appendix "A"



DRAFT

THIS CONCEPT PLAN ILLUSTRATES THE DESIGN INTENT AND IS SUBJECT TO FURTHER REFINEMENT DURING THE DETAILED DESIGN AND CONSTRUCTION STAGES.

N.T.S.

City of HAMILTON

FERGUSON AVE
REVITALIZATIO

PROPOSED CONCEP
KING WILLIAM
TO KING STREET

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 18
File No. TEC-078-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Limeridge Road East and Lennox Street - School Crossing Guard Request

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the intersection of Limeridge Road East and Lennox Street during the morning and evening school crossing periods up until the approval of the 1998 Departmental Budget; and,

(b) That said assignment be subject to the approval of an expansion package of approximately $4000., plus administrative costs, which will be presented during the 1998 current budget deliberations; and,

(c) That the Hamilton-Wentworth District School Board be advised of this action and requested to consider removing the bus service to Lisgar School.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year plus administrative costs. This increase cannot be accommodated within the current (1998) School Crossing Guard Program budget estimates. However, an expansion package has been prepared for presentation to Committee as part of the 1998 current budget process.

A savings of approximately $30,000. could be achieved by the Hamilton-Wentworth District School Board should they remove the bus service to Lisgar School.

BACKGROUND:

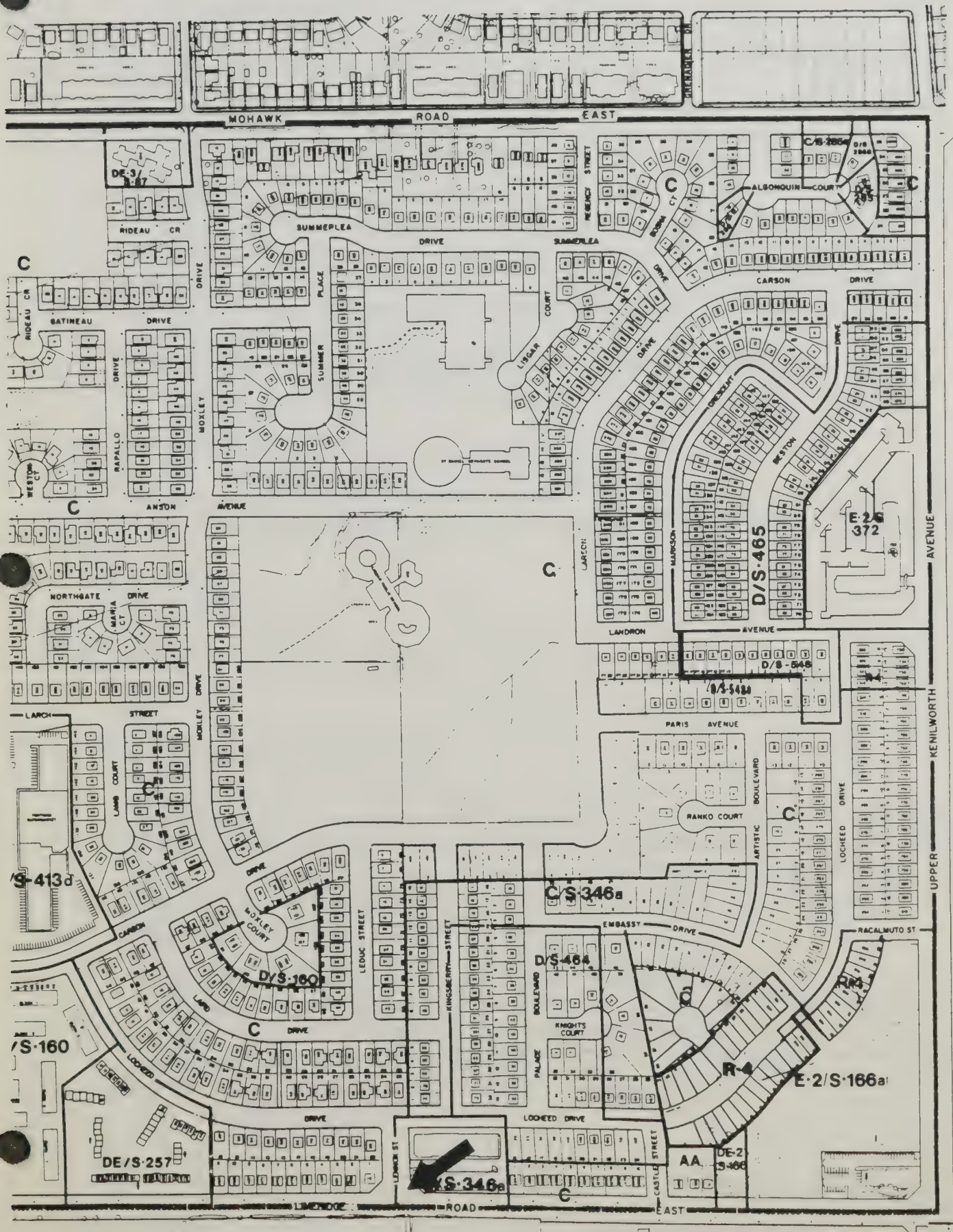
Alderman Tom Jackson has requested that staff review the need for a School Crossing Guard at the intersection of Limeridge Road East and Lennox Street.

Pedestrian and vehicular surveys were undertaken to determine the severity of the problem and to determine the requirement for a School Crossing Guard. The study has determined that there are an insufficient number of safe gaps for children to cross Limeridge at Lennox during the morning and afternoon school crossing periods. During the morning school crossing period, there were seven children crossing Limeridge and eight children crossing in the evening school crossing period.

There is currently a school bus provided to transport children from the south side of Limeridge to Lisgar School, north of Limeridge, and the Hamilton-Wentworth District School Board's justification for this bus is due to safety concerns in crossing Limeridge rather that the typical walking distance criteria. The Board has confirmed that this catchment area involves approximately 80 children. Although the bus is available for parents to send their children to school, there are many who would allow their children to walk as is the case with the existing seven children, if a guard is present. It is not possible to determine the exact number who would walk but it is expected that the number would be substantial.

Once the School Crossing Guard is in place it might be appropriate for the School Board to remove the bus service. However, the Board will not deal with this matter until a decision is reached on the assignment of a guard. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Limeridge Road East and Lennox Street during the morning and evening school crossing periods only, and that the Hamilton-Wentworth District School Board be advised and requested to review the action of removing the school bus service.

TA/MBH/kg


MOHAWK ROAD EAST
SUMMERLEA DRIVE
ALGONQUIN COURT
CARSON DRIVE
RIDEAU CR
GATINEAU DRIVE
ANSON AVENUE
NORTHGATE DRIVE
LARCH STREET
LANG COURT
MOXLEY COURT
LEDUC STREET
KINGSBERRY STREET
EMBASSY DRIVE
RANKO COURT
ARTISTIC BOULEVARD
LOCKHEED DRIVE
KNIGHTS COURT
PALACE BOULEVARD
RACALMUTO ST
LANDRON AVENUE
PARIS AVENUE
UPPER KENILWORTH AVENUE
D/S-465
E-2/S 372
D/S-548
D/S-160
C/S-346a
D/S-464
E-2/S-166a
DE/S-257
DE-2/S-466
AA
R-4
RM-1
C

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 24
File No. TEC-066-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Berkindale Drive and Sylvester Street - Intersection Control

RECOMMENDATION:

That the existing "Three Way Stop Control" at the intersection of Berkindale Drive and Sylvester Street be confirmed as a permanent amendment to the City Traffic By-law 89-72.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

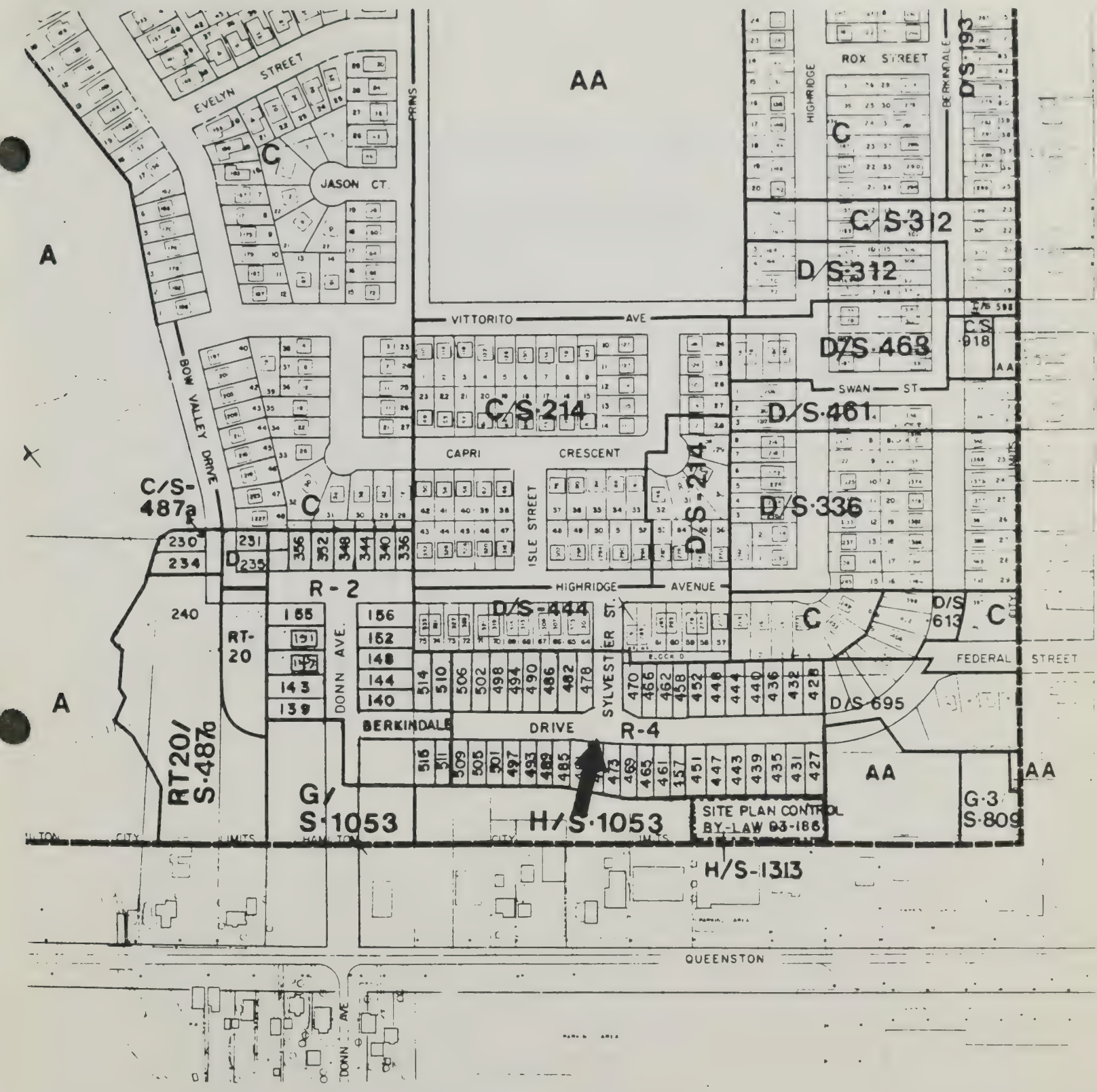
BACKGROUND:

City Council, at its meeting held 1997 August 26, approved a request by Alderman Chad Collins to implement three way stop control at the intersection of Berkindale Drive and Sylvester Street, for a six month trial period, and the appropriate signs were installed shortly thereafter. The trial period for this regulation has concluded and Staff, having reviewed the matter, has the following comments.

The subject intersection is a "T" type intersection and, prior to the implementation of three way stop control, southbound traffic on Sylvester was required to stop for eastbound and westbound traffic on Berkindale. The Department's records indicate that there were no reported collisions at this intersection prior to the implementation of the subject regulation, and the collision statistics remain unchanged as of this date.

While the three way stop control at the subject intersection does not meet departmental criteria, removing the stop signs on Berkindale might result in confusion on the part of the motorists and, to date, no complaints have been received by the Department regarding its implementation. In view of the forgoing, Staff has no objection to retaining the regulation as a permanent amendment to the City Traffic By-law.

CVB/MBH


AA
EVELYN STREET
JASON CT.
PRINS
ROX STREET
HIGHRIDGE
BERKINDALE
D/S-193
C/S-312
D/S-312
VITTORITO AVE
C/S-214
D/S-214
D/S-468
C/S-918
SWAN ST
D/S-461
CAPRI CRESCENT
ISLE STREET
D/S-336
BOW VALLEY DRIVE
C/S-487a
HIGHRIDGE AVENUE
R-2
D/S-444
D/S-613
FEDERAL STREET
RT-20
DONN AVE.
SYLVESTER ST.
D/S-695
BERKINDALE DRIVE
R-4
RT20/S-487b
G/S-1053
H/S-1053
SITE PLAN CONTROL BY-LAW 83-186
G-3/S-809
H/S-1313
QUEENSTON

3(e)

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **All Way Stop Control Regulation**
Intersection of Locke Street North and Florence Street

DATE: 1998 January 29

Sub-joined is Section 79 of the First Report of the Transport and Environment Committee for 1998 which was reconsidered by City Council at its meeting held 1998 January 27 and referred back to the Transport and Environment Committee.

JJS/mjw

c. Alderman M. Kiss

Alderman M. Caplan

Doug Lobo
Commissioner of Public Works and Traffic
Attention: Marty Hazell
Manager of Community Traffic Services

"(a) That all-way stop control be implemented at the intersection of Locke Street North and Florence Street, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That staff be requested to report back in six months time on this issue or immediately if problems are encountered due to this intersection control."

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 October 07
File No. TEC-235-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Locke Street North and Florence Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Locke Street North and Florence Street, but that action be taken to improve the visibility of the existing stop signs on Florence Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

Sufficient funds are available in the 1997 Department budget to cover the cost of manufacturing, erecting and maintaining larger, left and right-hand stop signs and delineators for eastbound and westbound traffic.

BACKGROUND:

Alderman Mary Kiss has advised of a request that all-way stop control be implemented at the intersection of Locke and Florence. No specific concerns were mentioned regarding the operation of this intersection.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Florence is required to stop for northbound and southbound traffic on Locke. Records indicate that this intersection has experienced an average of 2.2 collisions per year over the past seven years. Approximately half of these collisions involved eastbound motorists who failed to either

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no significant collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

City Council, at its meeting held 1997 September 30, approved an all-way stop at Locke and Peter. Once implemented, northbound and southbound traffic on Locke would be required to stop one block (350 feet) north of the subject intersection at York and one block (300 feet) south of the subject intersection at Peter. Staff would consider an additional stop on Locke to be over-restrictive and unnecessary.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Locke and Florence.

CVB/MBH/klk


569
A/S-450
SITE PLAN CONTROL BY-LAW 80-013
YORK
KINNEAR ST
H/S-555
H/S-481
SITE PLAN CONTROL BY-LAW 80-120
D/S-450
A/S-450
H/S-700
H/S-745
H/S-520
E/S-481
E-3/S-366
INCHBURY
BOULEVARD
SITE PLAN CONTROL BY-LAW 80-013
D/S-450 & S-1043
A/S-450
SITE PLAN CONTROL BY-LAW 80-082
FLORENCE
STREET
PETER
NAPIER
MORDEN
KING
WEST
MARKET
E/S-333
E-3/S-1208a
H/S-885
CR-2
G-3
STRATHCONA PUBLIC SCHOOL
VICTORIA PARK
ZION UNITED CHURCH
ERSKINE PRESBYTERIAN CHURCH
MOUNT ST JOSEPH CENTRE
GRAND LODGE
LOCKE STREET
CROOKS STREET
MAGILL STREET
RAY STREET
OXFORD STREET
GREIG STREET
LITTLE GREIG ST
NORTH
SOUTH
AVENUE
WELLESLEY ST
PEARL STREET

3(f)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1998 February 19
E220-1700, P. Strong

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **Payment of Outstanding Servicing Costs Under Committee of Adjustment Application B-97:12 and 13, 1279 Upper Gage Avenue, Hamilton** (R-98-08)

RECOMMENDATION:

That the request of ADJ Ventures Inc. for reduction of payment of servicing costs along Queen Victoria Drive imposed under City of Hamilton Committee of Adjustment Application B-97:12 and 13 **be denied**.

D. Lobo
Commissioner, Public Works
and Traffic

for J.D. Thoms
Commissioner,
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount to be recovered at this time by the City for land and servicing costs, for one half of Queen Victoria Drive, totals $ 12,965.23. This sum comprises $ 7,190.23 (1998 flat rate servicing cost recovery) and $ 5,775.00 (land for road) for Queen Victoria Drive. Recovery of servicing and land costs by the City as a condition of Committee of Adjustment approval is consistent with normal City cost recovery policies.

cont'd...

Payment of Outstanding Servicing Costs Under Committee of Adjustment Application B-97:12 and 13, 1279 Upper Gage Avenue, Hamilton (R-98-08)

cont'd...

If the City were to accommodate the owner's request for reduction from payment of these costs, then these costs would have to be absorbed by the City.

BACKGROUND:

The lands of 1279 Upper Gage Avenue are located on the east side of Upper Gage Avenue and north of Stone Church Road East in the Quinndale Neighbourhood.

With the development of the Neighbourhood through plans of subdivision, the City and Region cost shared for the installation of services along Queen Victoria Drive. In this area of the mountain the geology is such that the bedrock is very close to the surface with very little or no overburden. As a result, the cost to provide underground services for the development of lands is quite high. Underground servicing costs, in this type of situation, can cost up to double of the normal cost of servicing compared to situations were there is no bedrock to contend with. This, however, has no effect on the above-ground services being the roads, curbs sidewalks, etc. which the City has paid for.

ADJ Ventures Inc. has made application for severances, on behalf of the owners, Karol and Teresa Kwasniewski. The severance applications will create two building lots at the rear of 1279 Upper Gage Avenue fronting onto Queen Victoria Drive for the development of two single family homes. (see Schedule "A") As a condition of severance approval, the owners are required to pay their share of servicing and land costs to the City on Queen Victoria Drive. The City has previously paid servicing costs when a plan of subdivision was developed (see Schedule "B") under normal cost sharing policies.

A letter dated 1998 January 16 was received by staff (copy attached) from the developer requesting that the costs be reduced or if this option is not approved then ADJ Ventures Inc. has requested deferment of payment until such time of issuance of the building permit on a lot by lot basis. The existing 0.30 metre reserve adjacent to the severance applications would be lifted once the City and Region has recovered all the outstanding servicing costs.

The developer is objecting to the costs of servicing and land costs, as a condition of the development application, arguing that the costs are excessive, thus making development of the lands economically unfeasible. They have asked to appear before the Transport and Environment Committee to discuss this matter. A similar request has been made to the Region, by ADJ Ventures Inc, regarding payment of outstanding servicing costs ($ 28,528.97) for sewers and watermains.

cont'd...

Payment of Outstanding Servicing Costs Under Committee of Adjustment Application B-97:12 and 13, 1279 Upper Gage Avenue, Hamilton (R-98-08)

Cont'd...

The outstanding cost for the City totals $ 12,965.23, at this time. This sum comprises $ 7,190.23 ($337.00/metre, 1998 flat rate fee) and $ 5,775.00 (land for road) for Queen Victoria Drive. Recovery of servicing and land costs by the City as a condition of Committee of Adjustment approval is consistent with normal City cost recovery policies. The City's flat rate fee is used throughout the City for all recoveries where the City has cost shared for the above ground services. The City assessment of the land costs for the road allowance is based on market value of the property.

The Development Division has had numerous inquiries over the years regarding this property and potential purchasers have been made aware of all outstanding costs.

Staff are under the understanding that the owners knew in advance of the purchase of 1279 Upper Gage Avenue that the existing servicing costs were required to be paid to the City and Region prior to the creation of additional lots and are now looking for relief or deferral from the servicing costs.

The City and Region granted neighbouring lands, Habitat for Humanity, relief of servicing costs but all other neighbouring lands paid their full share of outstanding servicing costs.

Should the Committee decide to grant the request for deferral of payment by the applicant, the following recommendations would be appropriate:

(a) That the request of the ADJ Ventures Inc. for deferral for the payment of servicing costs imposed under City of Hamilton Committee of Adjustment application B-97:12 and 13 be approved.

(b) That owner enter into an agreement with the City of Hamilton for the collection of the outstanding servicing costs as well as the land costs for Queen Victoria Drive at the time of issuance of Building Permits on a lot by lot basis and the agreement be in a form to the satisfaction of the City Solicitor.

(c) That the Mayor and City Clerk be authorized and directed to execute the proposed Agreement with the ADJ Ventures Inc., and any other related documents for the lands subject to the approval of the City Solicitor.

Cont'd...

1998 February 19

Payment of Outstanding Servicing Costs Under Committee of Adjustment Application B-97:12 and 13, 1279 Upper Gage Avenue, Hamilton (R-98-08)

Cont'd...

(d) That the Committee of Adjustment be advised of this resolution.

The deferral of the collection of costs, as outlined above, may expedite the development of these lots which have remained vacant over the years.

EC/ps

cc: A. Ross, Treasury Department
L. King, Building Department
M. Watson, City Real Estate Department

January 16 , 1998

Hamilton Building Dept.
71 Main Street West,
Hamilton, ON L8N 3T4

Attention: **Mr. Len King, Building Commissioner**

Dear Sir:

Re: Costs Associated with the .3 metre reserve being Part 14 Plan 62R-6257, rear of 1279 Upper Gage Avenue, Hamilton (Severance App. B-97:12 & 13)

The above severance application will result in the creation of 2 small single family zero lot line lots, with an R-4 type zoning, fronting on Queen Victoria Drive. The .3 metre reserve on Queen Victoria Drive is the result of costs incurred by the City and the Region for underground and above ground services and land. The costs are as follows:

Land Costs	$ 5,775.00
City of Hamilton Servicing Costs	7,040.88
Regional Servicing Costs	28,152.13
Total	**$ 40,968.01**

These figures were obtained from the City and the Region in April and May 1997 and are no doubt higher today. They are so high that development of the property is prohibitive. The surrounding area calls for small, low cost, entry level housing. The flanking property, on the corner of Loconder and Queen Victoria, which was a non profit development that received exemptions for its' .3 metre reserve, also sets the parameters for development of small, low cost, entry level housing. In order to provide such housing, low cost serviced lots are essential, yet this is impossible due to costs relating to the .3 metre reserve. The fact that the bedrock in the area is almost at grade level, resulting in very high private servicing and excavation costs, further expands the problem. I am requesting that the appropriate personnel review these figures in order that they be reduced and or exempted.

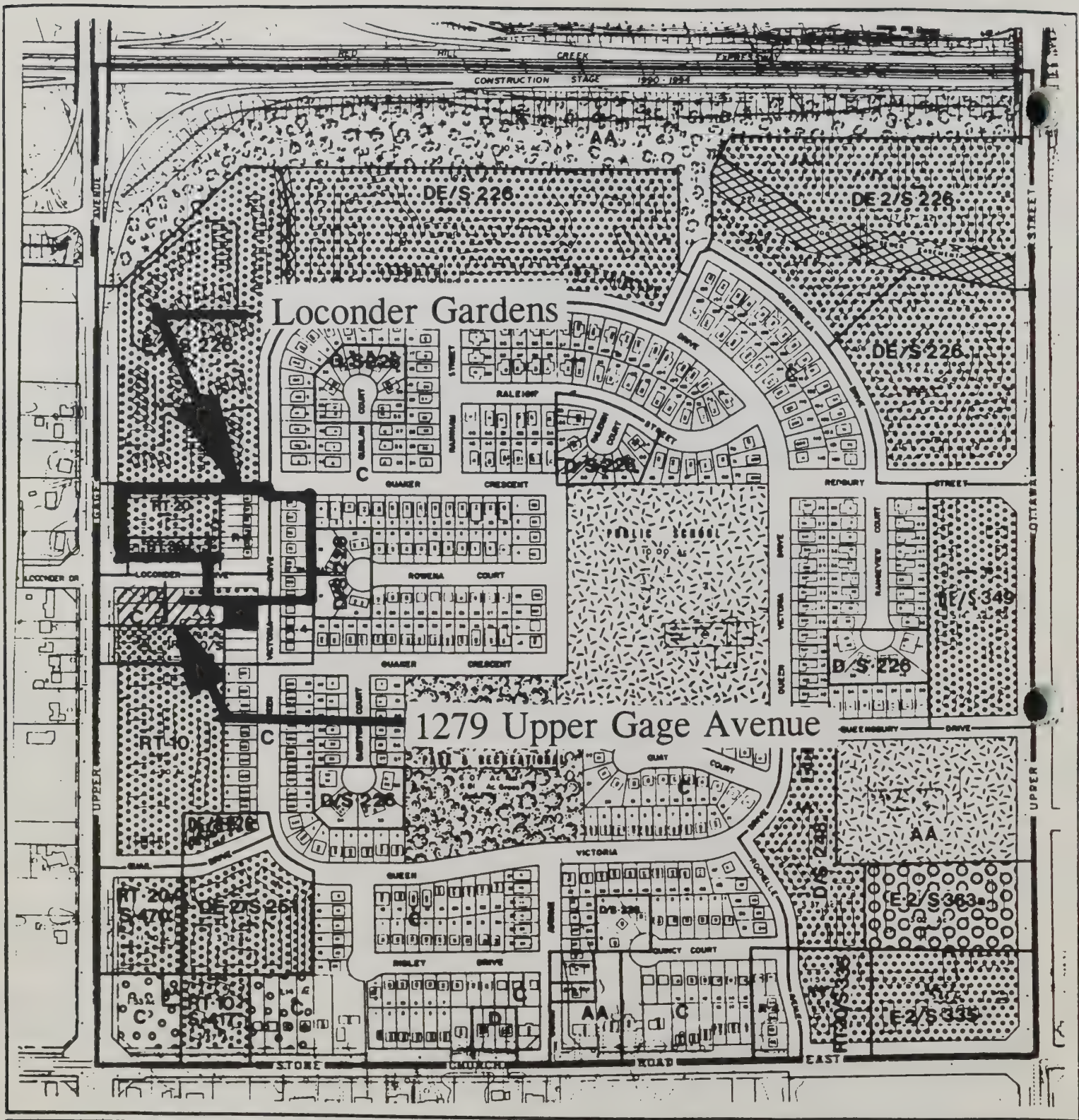
Also, as one of the conditions of severance, costs relating to the .3 metre reserve must be paid before severance is granted. I am requesting that payment be delayed until such time that building permits are issued. This will help cash flow thus facilitating development.

I believe if the above two requests are addressed the subject property will be developed in the near future, resulting in tax dollars being generated and completion of development in the area. I appreciate your time in reviewing these matters.

Sincerely,

Daniel Valentini

c.c Terry Anderson, Alderman Ward 7
c.c. Tom Jackson, Alderman Ward 6
c.c Eugene Chajka, Manager of Development, Roads Department
c.c. Allan c. Ross, Treasurer, Treasury Department
c.c. Mike Watson, Manager, City Real Estate Department



LEGEND

Subject Lands

Schedule "A"

KEY PLAN
1279 Upper Gage Avenue

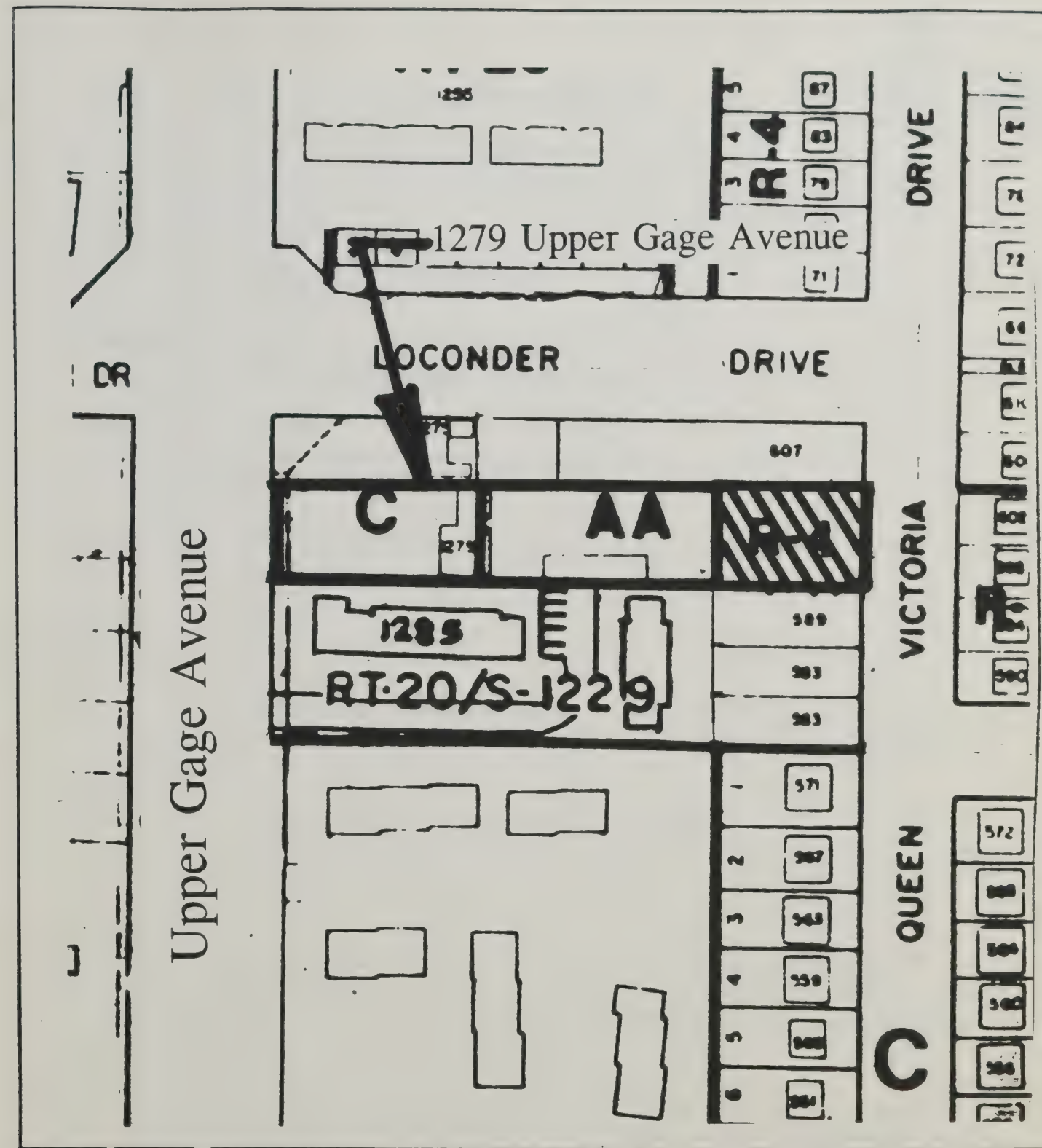
NORTH

NEIGHBOURHOOD
QUINNDALE

DATE

FILE No.

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division



LEGEND

Subject Lands

Schedule "B"

KEY PLAN

1279 Upper Gage Avenue

NORTH

NEIGHBOURHOOD

DATE

FILE No.

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
S702-60, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1998 Servicing Expenditures Related to Subdivisions
(R-98-11)

RECOMMENDATION:

a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

"BRIGADOON PARK", Hamilton

City's Share - $186,754.58, Owner's Share - $103,296.53

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Brigadoon Park", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that work not be commenced until the Final Plan and Subdivision Agreement has been registered.

d) That in the event the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for pre-servicing.

Cont'd...

Cont'd...

e) That the City accept the lands for Nairne Street, shown as Parts 1 to 7 (inclusive) on Reference Plan 62R-14441, which lands will be dedicated to the City from the Ontario Realty Corporation by deed for $1.00.

f) That upon registration of the Final Plan, the City Solicitor be authorized and directed to prepare a by-law for the establishment of Nairne Street and Brigadoon Drive as public highways, excepting a 1' (0.30 metre) reserve which will be established along the west side of Nairne Street.

g) That the City's share of services in "Brigadoon Park", Hamilton ($186,754.58) be approved and that the Finance and Administration Committee recommend the source of funding.

D. Lobo
Commissioner
Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated cost of the City's share of services to be approved at this time for "Brigadoon Park" is $186,754.58. The portion of this development adjacent to City owned lands on Brigadoon Drive, has a City's share of $125,220.09 consisting of $55,398.79 for the above ground works and $69,821.30 for the sanitary and storm sewers and watermain. The City's share is based on 50% of the total above and below ground works and is recoverable through collection of City Development Charges. The remaining portion of this development adjacent to Nairne Street has a City's share of $61,534.48 of which $52,760.70 is recoverable through the mechanism of 0.30 metre reserves. The remaining $8,773.78 is associated with above ground works for extra depth asphalt which is recoverable through collection of City Development Charges.

Cont'd...

Cont'd...

BACKGROUND:

On 1997 September 30, City Council in adopting Section 1 of the 14th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Brigadoon Park", under the condition that the Owners, Pasquale Campea and Angelo Loro enter into a subdivision agreement with the City of Hamilton.

The Owners wish to proceed with the development of "Brigadoon Park" at this time which will result in the creation of twelve (12) lots for single family dwellings, as well as the extension of Brigadoon Drive and establishment of Nairne Street, thus providing a secondary access to Stone Church Road West.

An estimate of costs have been calculated in accordance with current City cost sharing policy and there will be a City share as discussed in the Financial section of this report.

The lands of "Brigadoon Park" are located on the north side of Stone Church Road West, west of West Fifth Street and west of the southerly extension of Brigadoon Drive, in the Gourley Planning Neighbourhood.

MPS
(Attach.)

cc: Regional Environment Department
Att: J. Thoms
Att: G. Paparella

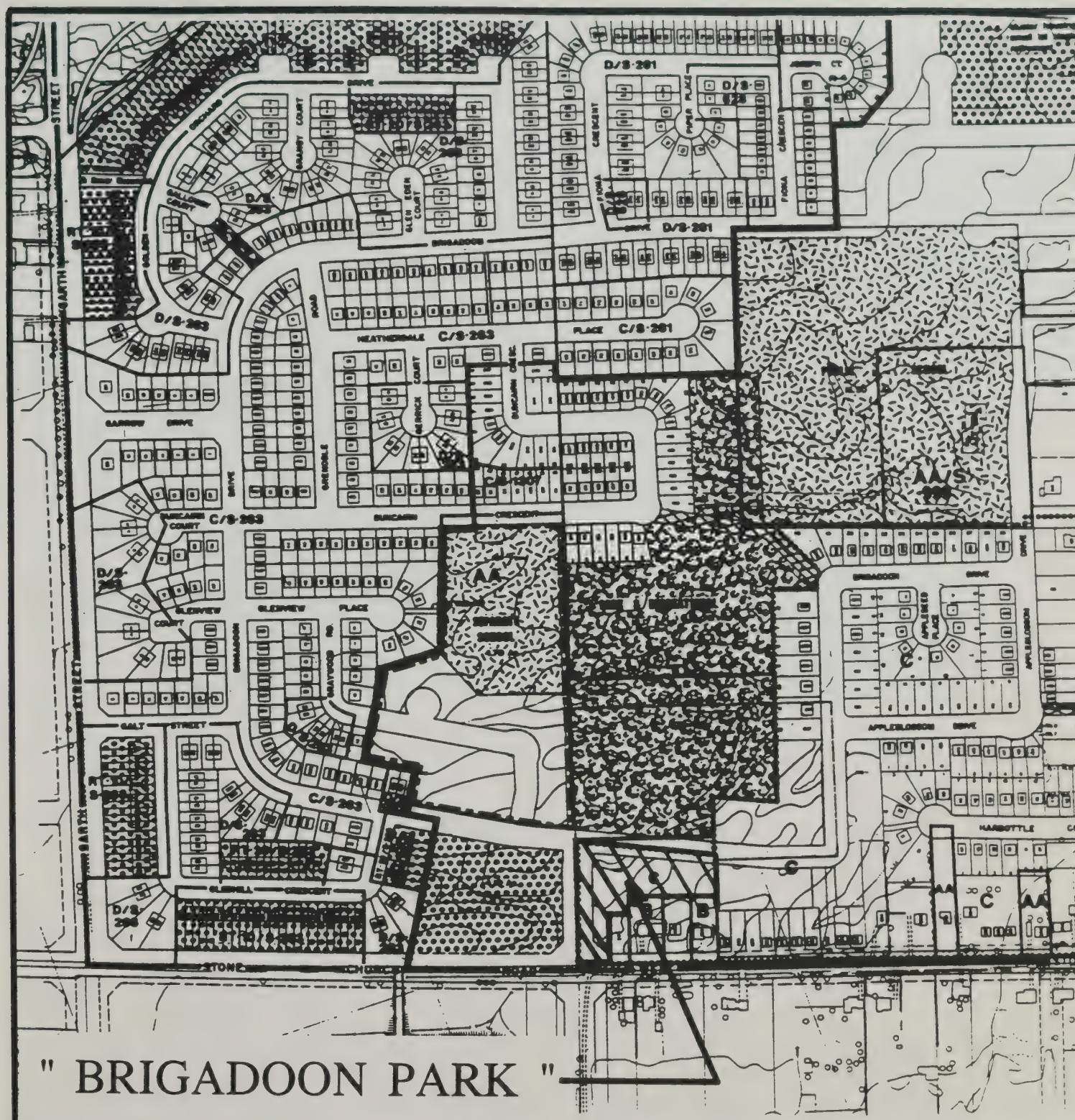
cc: City Treasury Department
Att: A.C. Ross
Att: N. Adhya

cc: Finance and Administration Committee
Att: D. Wilson, Chairman
Att: Susan K. Reeder, Secretary

1998 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"BRIGADOON PARK" PASQUALE CAMPEA & ANGELO LORO URBEX ENGINEERING LTD. J.P. WOOLLEY, O.L.S. S702-60 M.P. SABELLI, C.E.T.	12 LOTS HAMILTON	COUNCIL 97 SEPT. 30 P&D 14-97 ITEM 14	Catch Basins & Connections	$11,950.98	$5,255.58	$17,206.56		
			Curbs & Sidewalks	$10,818.69	$12,153.55	$22,972.24		
			Finished Roads	$35,231.24	$32,976.34	$68,207.58		
			Sewers & Watermains	$0.00	$69,821.30	$69,821.30		
			Seeding/Sodding	$2,024.57	$2,337.12	$4,361.70		
			Street Lighting	$1,509.00	$2,488.50	$3,997.50		
			Dead End Barricades	$0.00	$187.70	$187.70		
			Fencing	$0.00	$0.00	$0.00		
			TOTAL	$61,534.48	$125,220.09	$186,754.58	$103,296.53	$290,051.11
TOTALS:				$61,534.48	$125,220.09	$186,754.58	$103,296.53	$290,051.11

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LEGEND

Subject Lands

KEY PLAN

" BRIGADOON PARK ", Hamilton

NORTH

NEIGHBOURHOOD

GOURLEY - APPROVED PLAN

DATE

February 17, 1998

FILE No.

S702-60

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 March 2nd
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 February 2nd

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) Barnesdale Avenue South between Vineland Avenue and Dunsmure Road

(b) No. 114 Avondale Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 25 East 19th Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 56 Macauley Street West

(e) Angela Avenue between
West 31st Street and West 32nd Street

(f) No. 215 East 8th Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) Intersection of Towercrest Drive and Colin Crescent
Intersection Control and Parking Regulations

(h) No. 77 Clinton Street
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

ii. **Intersection Control**

(a) East side of Hummingbird Lane,
north of Skylark Drive - Corner Clearance

(b) Intersections of Bernard and Martha Streets,
Blair Avenue and Martha Street

(c) Intersection of Kirkfield Road and Springside Drive

iii. **Miscellaneous**

(a) South side of Crockett Street, west of East 22nd Street
Request for a Commercial Vehicle Loading Zone

(b) King William Street between Hughson Street
and James Street North - Loading Zone

(c) No. 7 Florence Street
Request for a Wheelchair Loading Zone

(d) East side of East 27th Street adjacent to
Franklin Road School - Taxi Stand

iv. **City Engineer**

(a) To Incorporate City Lands into Various Streets by By-law

(b) Temporary Closure - Jackson Street East between
John Street South and Catharine Street South

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1998 February 16th
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:	Alderman C. Collins, Chairman Mayor R. M. Morrow, City Business Alderman M. Kiss Alderman A. Horwath Alderman B. Morelli Alderman T. Jackson Alderman T. Anderson Alderman F. D'Amico
Absent:	Alderman D. Wilson, Other Business
Also present:	Alderman G. Copps B. Price, Hamilton Safety Council J. G. Pavelka, Chief Administrative Officer D. Lobo, Commissioner of Public Works and Traffic M. Hazell, Public Works and Traffic Department R. Meiers, Public Works and Traffic C. Firth-Eagland, Public Works and Traffic G. Aston, Roads Department V. Abraham, Director Planning and Development K. Extance, Planning and Development Department C. Hailes, Hamilton BIO Conversion Ltd. J. Trout, Hamilton BIO Conversion Ltd. K. C. Christenson. Secretary

1. **DELEGATION**

Napier Street between Pearl Street North and Ray Street North
Parking Regulations
Alderman M. Kiss

The Committee was in receipt of a report dated 1998 January 23 from the Commissioner of Public Works and Traffic.

At the request of Alderman Kiss, the issue was tabled.

2. **CONSENT AGENDA**

A. **MINUTES**

The minutes of the Transport and Environment Committee meeting of 1998 February 2nd were adopted as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **Avondale Street between Barton Street East and Mons Avenue**

The Committee was in receipt of a report dated 1998 February 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the "No Parking" signs on the east side of Avondale Street between Barton Street East and Mons Avenue be retained, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **South Side of Everton Place between Upper Ottawa Street and Irving Place**

The Committee was in receipt of a report dated 1998 February 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "No Parking" regulation on the south side of Everton Place commencing at Irving Place and extending to a point 149 feet west of Upper Ottawa Street be replaced with a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **East Side of Ravenscliffe Avenue, south of Aberdeen Avenue**

The Committee was in receipt of a report dated 1998 February 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "Three Hour Parking Time Limit" regulation on the east side of Ravenscliffe Avenue commencing at a point 122 feet south of Aberdeen Avenue and extending to a point 330 feet southerly therefrom, be extended 38 feet southerly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 40 Stapleton Avenue Request to Remove an Existing Reserved "Permit Parking Space for a Disabled Resident**

The Committee was in receipt of a report dated 1998 February 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Stapleton Avenue commencing at a point 267 feet south of Grenfell Street and extending to a point 17 feet southerly therefrom, and on the east side of Stapleton Avenue commencing at a point 191 feet south of Grenfell Street and extending to a point 19 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Brucedale Avenue West, west of Upper James Street**

The Committee was in receipt of a report dated 1998 February 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the north side of Brucedale Avenue West commencing at a point 29 feet west of Upper James Street and extending to a point 45 feet westerly therefrom be replaced with a "30 Minute Parking Time Limit, 9:00 a.m. to 6:00 p.m., seven days a week" regulation; and,

(b) That the existing one-hour parking meter on the north side of Brucedale Avenue West commencing at a point 74 feet west of Upper James Street and extending to a point 18 feet westerly therefrom be replaced with a "No Parking" regulation; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Angela Avenue between West 32nd Street and West 33rd Street**

The Committee was in receipt of a report dated 1998 February 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Angela Avenue between West 32nd Street and West 33rd Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **West 32nd Street between Angela Avenue and Scenic Drive**

The Committee was in receipt of a report dated 1998 February 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street between Angela Avenue and Scenic Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 39 Garfield Avenue South**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 February 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Garfield Avenue South commencing at a point 103 feet south of Vineland Avenue and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 14 Picton Street West**
Request for a Reserved
"Permit Parking Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Picton Street West commencing at a point 138 feet west of James Street North and extending to a point 21 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Venita Mary Finch, No. 14 Picton Street West.

ii. **Intersection Control**

(a) **Intersection of Cyprus Drive and Sirente Drive**

The Committee was in receipt of a report dated 1998 February 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Cyprus Drive be required to stop for eastbound and westbound traffic on Sirente Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Stanley Avenue and Kent Street**

The Committee was in receipt of a report dated 1998 February 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Stanley Avenue and Kent Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Mall Road and Mohawk Road East**
Repeal of Right Turn on Red Prohibition

The Committee was in receipt of a report dated 1998 January 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the "No Right Turn on Red, Saturday and Sunday" regulation controlling northbound traffic on Mall Road at Mohawk Road East be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **East Side of Eastwood Street adjacent to Hillsdale School - Taxi Stand**

The Committee was in receipt of a report dated 1998 February 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Eastwood Street commencing at a point 52 feet south of Melvin Avenue and extending 25 feet southerly, and the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 75 Tisdale Street South**
Request to replace the existing Reserved "Permit Parking" space with a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 February 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the east side of Tisdale Street South commencing at a point 176 feet north of the east/west leg of Tisdale Street South and extending to a point 21 feet northerly therefrom be replaced with a "Wheelchair Loading Zone, 9:00 a.m. to 7:00 p.m., seven days a week" regulation; and,

(b) That the existing "Permit Parking" regulation on the west side of Tisdale Street South commencing at a point 186 feet north of the east/west leg of Tisdale Street South and extending to a point 14 feet northerly therefrom be removed; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Wheelchair Loading Zone on Erindale Avenue adjacent to Rosedale School**

The Committee was in receipt of a report dated 1998 February 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Erindale Avenue commencing at a point 110 feet north of Dundonald Avenue and extending 30 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Renewal of By-law Enforcement Towing Contract**

The Committee was in receipt of a report dated 1998 February 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Lockwood Motors Limited, be appointed to provide vehicle towing and storage services for the City, in accordance with specifications issued by the Purchasing Division and the Vendor Quote (REF: C16-5597).

iv. **Public Works**

Keep Hamilton Clean Committee -
Appointment of New Members

The Committee was in receipt of a report dated 1998 February 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

For the information of City Council, the Transport and Environment Committee have made the following appointments to the Keep Hamilton Clean Committee for a term to expire 2000 December 31:

Rick Butson
Maria Demydchuk
Douglas Monk
Nadine Morrison

3. **DIRECTOR OF PLANNING AND DEVELOPMENT/**
CHIEF ADMINISTRATIVE OFFICER

(a) **Terms of Reference**
Environmental Assessment Staff Advisory Committee

The Committee was in receipt of a report dated 1998 February 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Pavelka briefly reviewed the report following which the Committee approved the following recommendation:

That the Terms of Reference for the Environmental Assessment Staff Advisory Committee (EASAC), attached hereto as Appendix "A", be endorsed.

(b) **No. 1579 Burlington Street East**
Application for an Amendment to Certificate of Approval
No. A130213 for a Waste Disposal Site (Processing)
Hamilton-Wentworth Third Sector Employment Enterprises

The Committee was in receipt of a report dated 1998 January 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the proposed amendment to Certificate of Approval No. A130213, provided the following are satisfied:

(i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment; and,

(ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated 1997 December 1, regarding all fuel-fired industrial trucks to be equipped with a 5BC or higher rated portable extinguisher; and,

(b) That a copy of this report be forwarded to the Ministry of the Environment, West Central Branch for their consideration; and,

(c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

(d) That the Ministry of the Environment, West Central Branch be requested to forward a copy of the final Certificate of Approval to the City of Hamilton.

The Committee then directed that staff report back on all fire code violations and compliances in relation to applications for certificates of approval.

(c) **No. 799 - 800 Parkdale Avenue North**
Application for an Amendment to Certificate of Approval
No. A100145 for a Waste Disposal Site
(Processing) Philip Enterprises Inc.

The Committee was in receipt of a report dated 1998 January 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton objects to the arbitrary actions undertaken by the Ministry by issuing an Amendment to Certificate of Approval No. A100145 without the receipt of formal comments from the City of Hamilton; and,

(b) That the Ministry of the Environment, West Central Branch be requested to rescind Certificate of Approval No. A100145 until the following conditions are satisfied to ensure compliance with City of Hamilton concerns:

(i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at No. 800 Parkdale Avenue North recognizing the prevailing industrial use; and,

(ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated 1997 November 27, regarding extension of a hydrant system into the salvage portion of the property; and,

(iii) compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids, as noted in correspondence from the Hamilton Fire Department dated 1997 October 24; and,

(iv) a copy of the "Emergency Response Plan" is forwarded to the Hamilton Fire Department; and,

(v) an examination by the Ministry of the Environment of the possible negative environmental impacts with respect to a fire at this site resulting from chemical contaminants being washed into local water sources and/or down into the water table from fire fighting water; and

(vi) that the proponent be advised that the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for "Open Space" spaces; and,

(c) That a copy of this report be forwarded to the Ministry of the Environment, West Central Branch for their immediate action; and,

(d) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

(e) That the Ministry of the Environment, West Central Region be requested to forward a copy of the rescinded Certificate of Approval to the City of Hamilton.

(d) **2380 Brampton Street/Nashdale Neighbourhood Application for an Amendment to Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) Hamilton Bio Conversion Inc.**

The Committee was in receipt of a report dated 1998 January 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Trout and Mr. Hailes from BIO Conversion LTD. responded to questions from Committee members. Following discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of the Environment be advised that the City of Hamilton has no objection to the proposed amendment to Provisional Certificate of Approval No. A650025, provided the following are satisfied:

(i) all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of the Environment; and,

(ii) the proponent secures the necessary approval from the Air Approvals Branch of the Ministry of the Environment in regard to the upgrading of the existing emission control equipment to a 99% level of efficiency and physically installs the upgraded equipment; and,

(ii) a fire route and appropriate signage is provided as per correspondence dated 1997 November 18 from the Hamilton Fire Department to Thermo Tech Technologies Inc.; and,

(b) That a copy of this report be forwarded to the Ministry of the Environment, West Central Branch for their consideration; and,

(c) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

(d) That the Ministry of the Environment, West Central Region be requested to forward a copy of the final Provisional Certificate of Approval to the City of Hamilton.

The Committee then directed that the Director of Local Planning report back on the effectiveness of this installation on the abatement of odours in three months time.

4. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

PUBLIC WORKS DIVISION

(a) **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1998 February 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a brief presentation byu Mr. Meiers, the Committee approved the following recommendation:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

Item		Maximum Charge per Metre of Frontage	
		Existing 1997	Pro-posed 1998
(i)	Curb Only	$ 63.00	$ 73.00
(ii)	Sidewalks Only	$ 98.00	$103.00
(iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$135.00	$149.00
(iv)	Roadway Only	$245.00	$255.00
(v)	Alleys	$111.00	$107.00
(vi)	Roadway and Curbs only (Industrial Subdivisions)	$329.00	$336.00

(b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

(b) **Proposed 1.5m Wide Asphalt, Path, south side of Lawrence Road between Erin Avenue and Martin Road**

The Committee was in receipt of a report dated 1998 February 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Transportation be authorized and directed to construct a 1.5m wide asphalt path on the south side of Lawrence Road between Erin Avenue and Martin Road once all the necessary approvals are received; and,

(b) That the cost of the path estimated at $43,000 be charged to Account No. CF5200 80945 3010 - Canada Ontario Infrastructure Works Program.

TRAFFIC DIVISION

(c) **Intersection of Locke Street North and Florence Street**
Intersection Control
(Report was referred back by City Council in December)

The Committee was in receipt of correspondence dated 1998 January 29 from the City Clerk respecting the subject matter.

Following discussion, the Committee approved that this item be tabled to the next regular meeting.

5. CITY CLERK

City Council Correspondence
Hamilton Harbour Commissioners - Tenancy of CleanSoils Ltd.

The Committee was in receipt of correspondence dated 1998 January 29 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

That CleanSoils Ltd. be requested to provide the City of Hamilton with details of the Hamilton Harbour Commissioners lease to CleanSoils Ltd., for the site they occupy on Eastport Drive.

6. 1998 - 2007 PROVISIONAL CAPITAL BUDGET SUBMISSIONS

(a) **Public Works and Traffic Department**
Streets and Fleet Services Divisions

The Committee was in receipt of a report dated 1998 February 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

In response to questioning by Alderman Jackson, Mr. Pavelka indicated that the $6.5 million allocation for the City's road and sidewalk reconstruction program would be applied to the 1998 Capital Budget in its entirety.

The Committee approved the following recommendation:

(a) That the capital projects from the Public Works and Traffic Department - Streets and Fleet Services Divisions be considered for inclusion in the Ten Year 1998 - 2007 Provisional Capital Budget, and

(b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

(b) **Public Works and Traffic Department**
Traffic Division

The Committee was in receipt of a report dated 1998 February 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Capital Projects of the Department of Public Works and Traffic, Traffic Division, be considered for inclusion in the Ten year 1998 - 2007 Provisional Capital Budget Program; and,

(b) That these Capital Projects be reviewed by the Corporate Management Team for consideration by the Committee of the Whole and City Council.

(c) **Roads Division**

The Committee was in receipt of a report dated 1998 January 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Capital Projects from the Roads Division be considered for inclusion in the Ten Year 1998 - 2007 Provisional Capital Budget; and

(b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and Council.

7. **ADJOURNMENT**

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 February 16th

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 12
File No. TEC-067-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Barnesdale Avenue South between Vineland Avenue and Dunsmure Road - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Barnesdale Avenue South between Vineland Avenue and Dunsmure Road be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

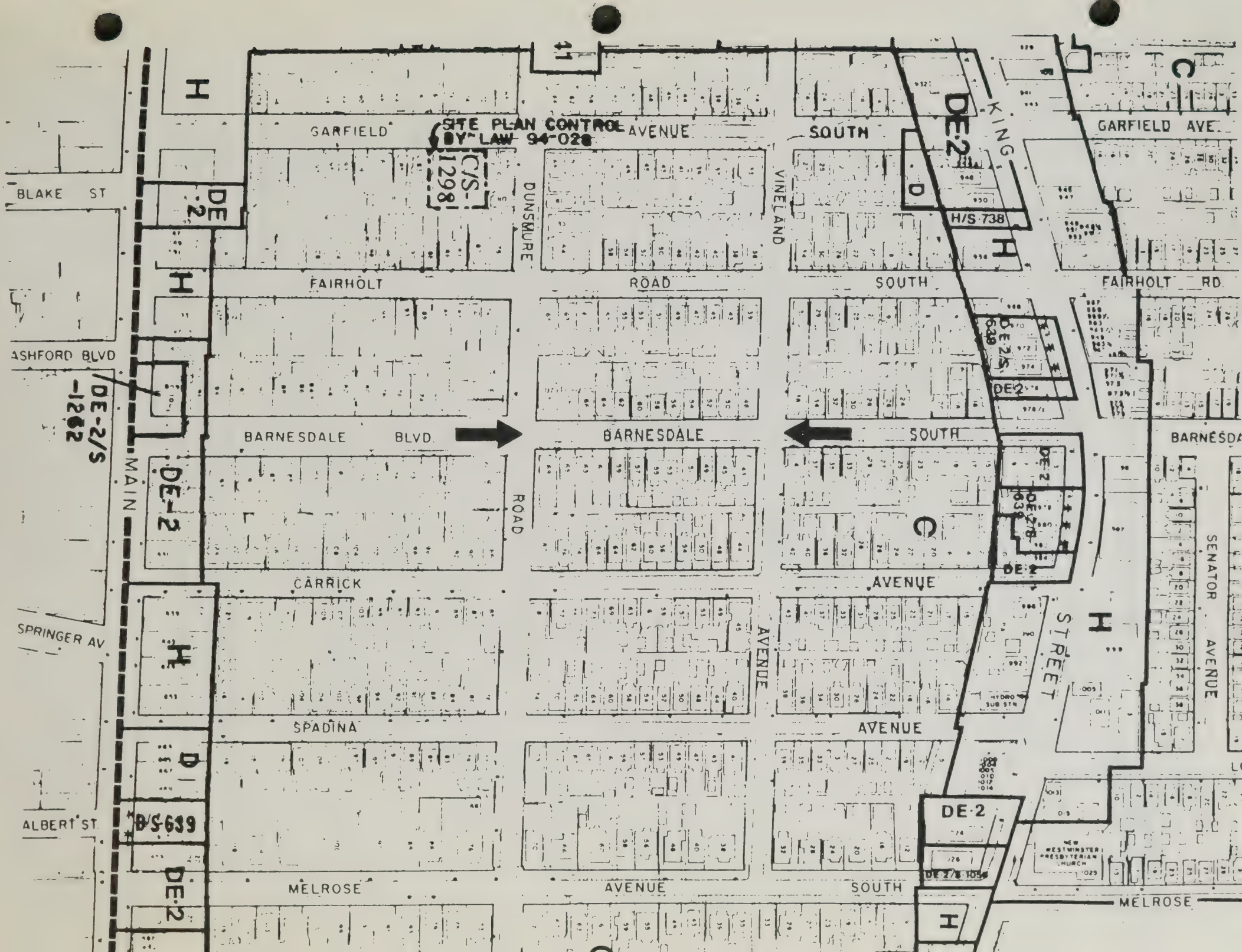
Sufficient funds are available in the 1998 operating budget to cover the cost of revising the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of 14 of the 24 residential properties abutting Barnesdale between Vineland and Dunsmure requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. All 14 residents who signed the petition are in favour of the requested changes to the existing parking regulations. Staff has contacted an additional seven residents, and three have advised they support the requested changes, one is opposed and three residents expressed no opinion.

Barnesdale has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The residents have expressed concern that there are more parking spaces on the west side than there are on the east side of the street in this block. A site investigation has revealed that there are 14 spaces on the west side and only 9 spaces on the east side of the street in this block. Therefore, since 71 percent of the abutting residents support the requested changes, staff concurs with the request.

CVB/MBH/klk


SITE PLAN CONTROL BY-LAW 94-028
C/S-1298
H/S-738
H/S-639
DE-2/S-1282
DE-2/S-1054
GARFIELD AVENUE
SOUTH
GARFIELD AVE.
BLAKE ST
DUNSMURE ROAD
VINELAND
KING
FAIRHOLT ROAD
FAIRHOLT RD
ASHFORD BLVD
BARNESDALE BLVD
BARNESDALE ROAD
BARNESDALE AVENUE
SOUTH
MAIN
CARRICK AVENUE
SPRINGER AV
SPADINA AVENUE
SENATOR STREET
ALBERT ST
MELROSE AVENUE
SOUTH
MELROSE
NEW WESTMINSTER PRESBYTERIAN CHURCH
DE-2
H
C
D

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 17
File No. TEC-074-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 114 Avondale Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Avondale Street commencing at a point 124 feet north of Primrose Avenue and extending to a point 18 feet northerly therefrom, and on the west side of Avondale Street, commencing at a point 39 feet north of Primrose Avenue and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Joseph Kin, No. 3-114 Avondale Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Joseph Kin, 3-114 Avondale Street, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of his home, and on the west side of the street, adjacent to 19 Primrose Avenue, since he is disabled.

Avondale has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area, and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has access to a parking space on a year-round basis. Mr. Ray Davison, No. 19 Primrose Avenue, has indicated that he would not object to a "Permit Parking" regulation adjacent to his home.

Staff has confirmed that Mr. Kin meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH

GORDON ST
LINCOLN
BARTON STREET EAST
ROAD CLOSED
AVONDALE
CAVELL
NORTH
BELVIEW AVE
GLENDALE AVE
BEECHWOOD AVE
PRIMROSE AVE
BECK ST
MAYFLOWER AVE
CANNON STREET EAST
GAGE AVENUE NORTH
K
D
H

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 17
File No. TEC-075-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 25 East 19th Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of East 19th Street commencing at a point 232 feet south of Concession Street and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. T. Nixon, No. 25 East 19th Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bill Kelly has advised of a request from Mr. T. Nixon, 25 East 19th Street, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of his home, since he is disabled.

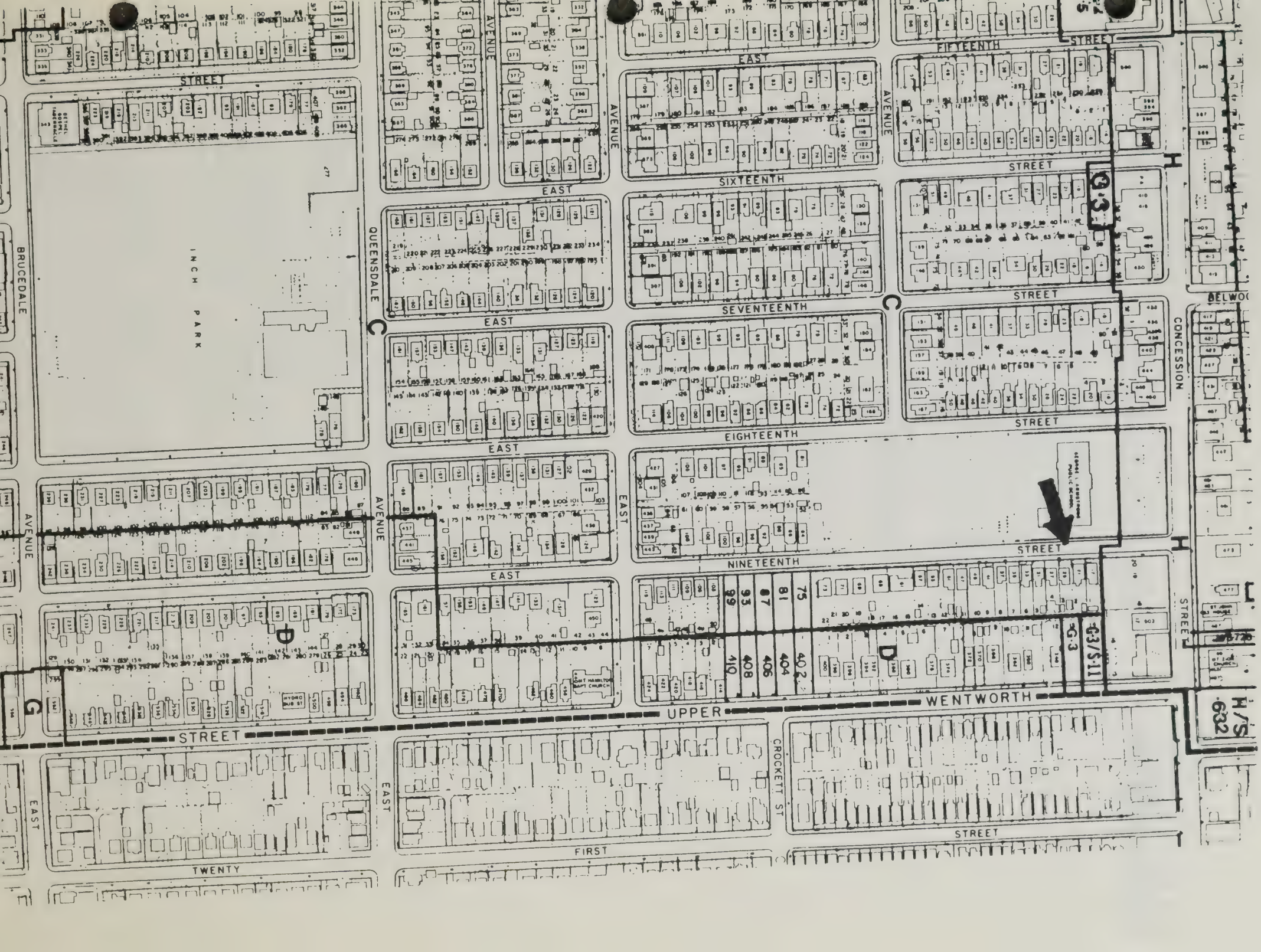
East 19th has a 28 foot pavement width, and presently, parking is prohibited on the west side and unrestricted on the east side of the street in this area.

It should be noted that Mr. Nixon's original request for a reserved "Permit Parking" space was denied by the Transport and Environment Committee at its meeting held on 1987 November 16, and that a subsequent request made by Mr. Nixon to the Traffic Department was also denied on 1991 December 04. In both cases it was established that the resident at #21 East 19th Street, Mr. Sguigna, objected to a sign post being installed on his property or at his property line. It was also held that, since there was available front yard parking at 25 East 19th Street pursuant to a boulevard parking agreement, Mr. Nixon did not satisfy the criteria for a reserved on-street "Permit Parking" space.

Staff has since learned that Mr. Sguigna has passed away, and that Mrs. Sguigna has withdrawn any objection to implementing the subject regulation. Further, Mr. Nixon, in renewing his request, advises Staff that he is often unable to gain access to his off-street parking space because of significant levels of on-street parking congestion in the immediate vicinity of his driveway.

Staff has confirmed that Mr. Nixon holds a valid Ministry of Transportation Disabled Person Parking Permit, and therefore, in the absence of opposition from Mrs. Sguigna, has no serious objection to granting the request.

CVB/MBH


STREET
AVENUE
EAST
SIXTEENTH
FIFTEENTH
SEVENTEENTH
EIGHTEENTH
NINETEENTH
INCH PARK
BRUCEDALE
QUEENSDALE
CONCESSION
UPPER
WENTWORTH
CROCKETT ST
FIRST
TWENTY
H/S 632

2(BX(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
File No. TEC-077-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 56 Macauley Street West - Parking Regulation

RECOMMENDATION:

That the existing "No Parking" regulation on the north side of Macauley Street West commencing at a point 228 feet west of MacNab Street North and extending to a point 27 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Alderman Andrea Horwath has advised that the existing "No Parking" regulation directly in front of 56 Macauley Street West be removed since the resident who requested the regulation no longer lives there. The subject regulation was implemented in 1991 for Mr. Muscatello, who required the loading space for ambulances.

As a result of a previous concern from an area resident, staff contacted a resident at No. 56 Macauley Street West in September of last year regarding this matter and was advised that Mr. Muscatello still resides at this address. Subsequent attempts to contact a resident at No. 56 Macauley Street West, were unsuccessful.

Staff has recently confirmed that Mr. Muscatello now resides in St. Peter's Hospital, 88 Maplewood Avenue. Therefore, staff concurs with the request and it would be appropriate to remove the subject signs. The removal of the subject regulation will restore one unrestricted on-street parking space to the north side of the street.

CVB MH
CVB/MBH/kg


HARBOUR
HEADLINE
F-1
F-1
F-1/S-838
F-1
F-1
F-1
L-f-1
555
GUISE ST
NORTH
STREET
E
D
H/S 818
JAMES
LEANDER DRIVE
BAY
WOOD
STREET
BURLINGTON
STREET
WEST
H/S-1176
MACNAB
MACAULEY
STREET
WEST
D
DE-3
PICTON
STREET
WEST
NICHOL
STREET
BAY
NORTH
C
FERRIE
STREET
WEST
DE/S-65
A
SIMCOE
STREET
ROAD CLOSED
BY-LAW No. 92
133
WEST
J
NORTH
A
K
STRACHAN
STREET
WEST
J
D
MACNAB
JAMES
STREET

2(BX(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 13
File No. TEC-071-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Angela Avenue between West 31st Street and West 32nd Street - Parking Regulations

RECOMMENDATION:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Angela Avenue between West 31st Street and West 32nd Street; and,

(b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street between Angela Avenue and Leslie Avenue; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost some degree.

BACKGROUND:

Staff has received petitions signed by representatives of all four of the residential properties abutting Angela between West 31st and West 32nd and 22 representatives of the 24 residential properties abutting West 32nd between Angela and Leslie requesting that "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulations be implemented on both sides of the street in these blocks. All 26 residents that signed the petitions are in favour of the requested regulations.

Both Angela and West 32nd have a 28-foot pavement width, and presently, there is unrestricted parking on both sides of each street in these blocks. The residents who circulated the petitions have expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing. The implementation of the requested regulations would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 100 percent of the residents abutting Angela and 92 percent of the residents abutting West 32nd are in favour of the requested regulations, staff concurs with the request.

CVB/MBH/kg

AA
B-1
B-2
B
C
SCENIC DRIVE
ANGELA AVENUE
LESLIE AVENUE
BENDAMERE AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
UPPER PARADISE ROAD
PARADISE ROAD
HOLBROOK RD
SANATORIUM ROAD
35th WEST ST
34th WEST ST
33rd WEST ST
32nd WEST ST
31st WEST ST

2(BXiXF)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
File No. TEC-079-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 215 East 8th Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of East 8th Street commencing at a point 396 feet south of Queensdale Avenue East and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Rose VanHoek, 215 East 8th Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

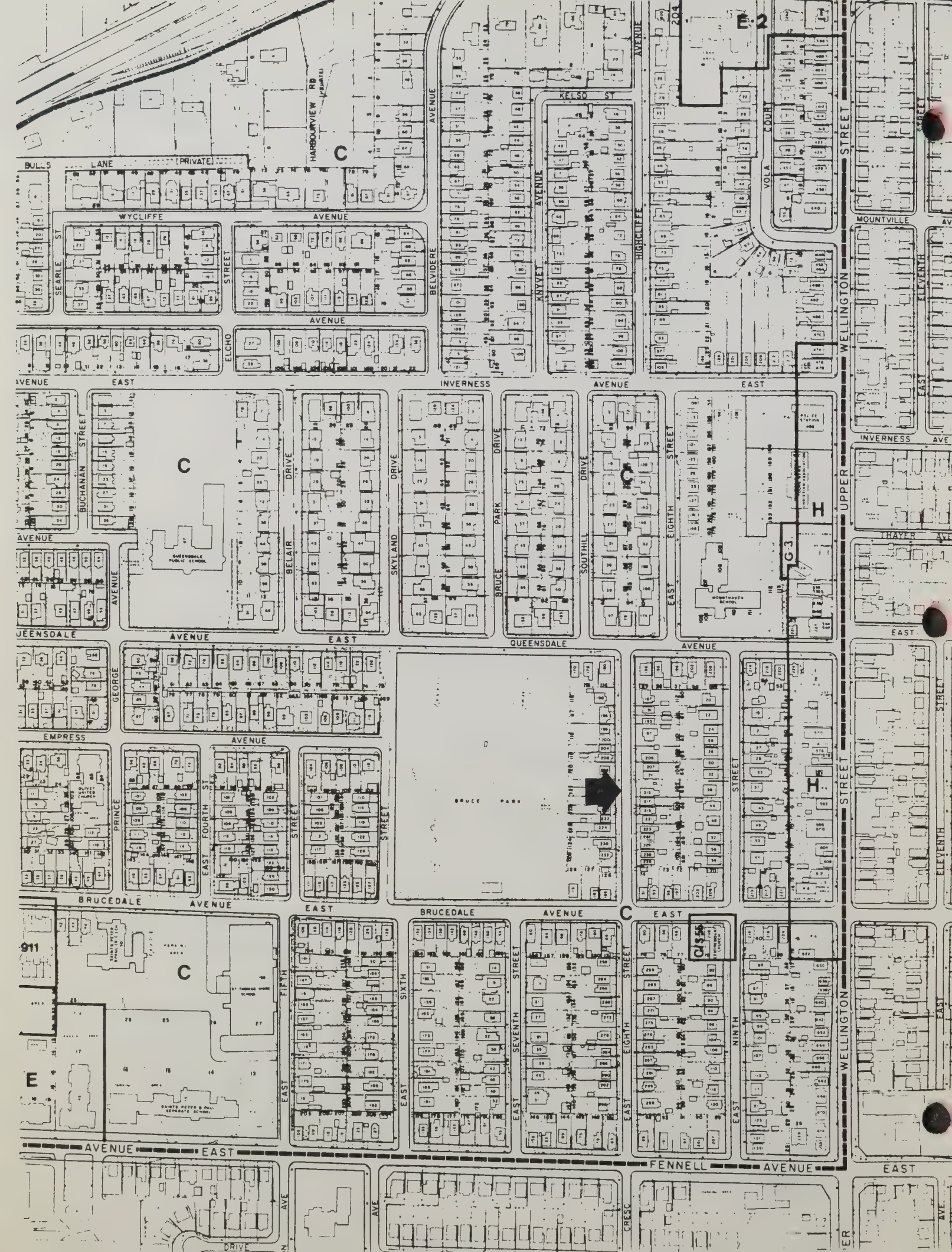
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Rose VanHoek, tenant of 215 East 8th Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of her residence since she is disabled.

East 8th has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. An investigation has revealed that there is a nine foot wide driveway at the front of the property. However, staff has been advised by Mr. Michael Duhamel, owner of 215 East 8th Street, that the driveway is restricted to his use only and that he concurs with the request to implement a reserved space in front of his property for use by Ms. VanHoek. Staff has confirmed that Ms. VanHoek meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and therefore, concurs with the request.

CVB/MBH/kg


HARBOURVIEW RD
BULL'S LANE (PRIVATE)
WYCLIFFE AVENUE
SEARLE ST
BELVIDERE AVENUE
ELCHO AVENUE
KELSO ST
KNYVET AVENUE
HIGHCLIFFE AVENUE
VOLA COURT
204
E-2
MOUNTVILLE
ELEVENTH STREET EAST
WELLINGTON STREET
INVERNESS AVENUE EAST
BUCHANAN STREET
QUEENSDALE PUBLIC SCHOOL
BELAIR DRIVE
SKYLAND DRIVE
PARK DRIVE
BRUCE
SOUTHILL DRIVE
EIGHTH STREET EAST
HOBERTHAVEN SCHOOL
G3
THAYER AVE
QUEENSDALE AVENUE EAST
GEORGE
EMPRESS AVENUE
PRINCE
FOURTH ST EAST
BRUCE PARK
BRUCEDALE AVENUE EAST
911
SAINTE PETER & PAUL SEPARATE SCHOOL
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
C/S55
FENNELL AVENUE EAST
DRIVE
AVE
CRESC

2(BXiX9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
File No. TEC-081-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Towercrest Drive and Colin Crescent - Intersection Control and Parking Regulations

RECOMMENDATION:

(a) That westbound traffic on Towercrest Drive be required to stop for northbound and southbound traffic on Colin Crescent; and,

(b) That a "No Parking" regulation be implemented on the north side of Towercrest Drive commencing at a point 109 feet east of Colin Crescent and extending to a point 40 feet easterly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Annette Masi, 63 Colin Crescent, that stop control be implemented at the intersection of Towercrest and Colin. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

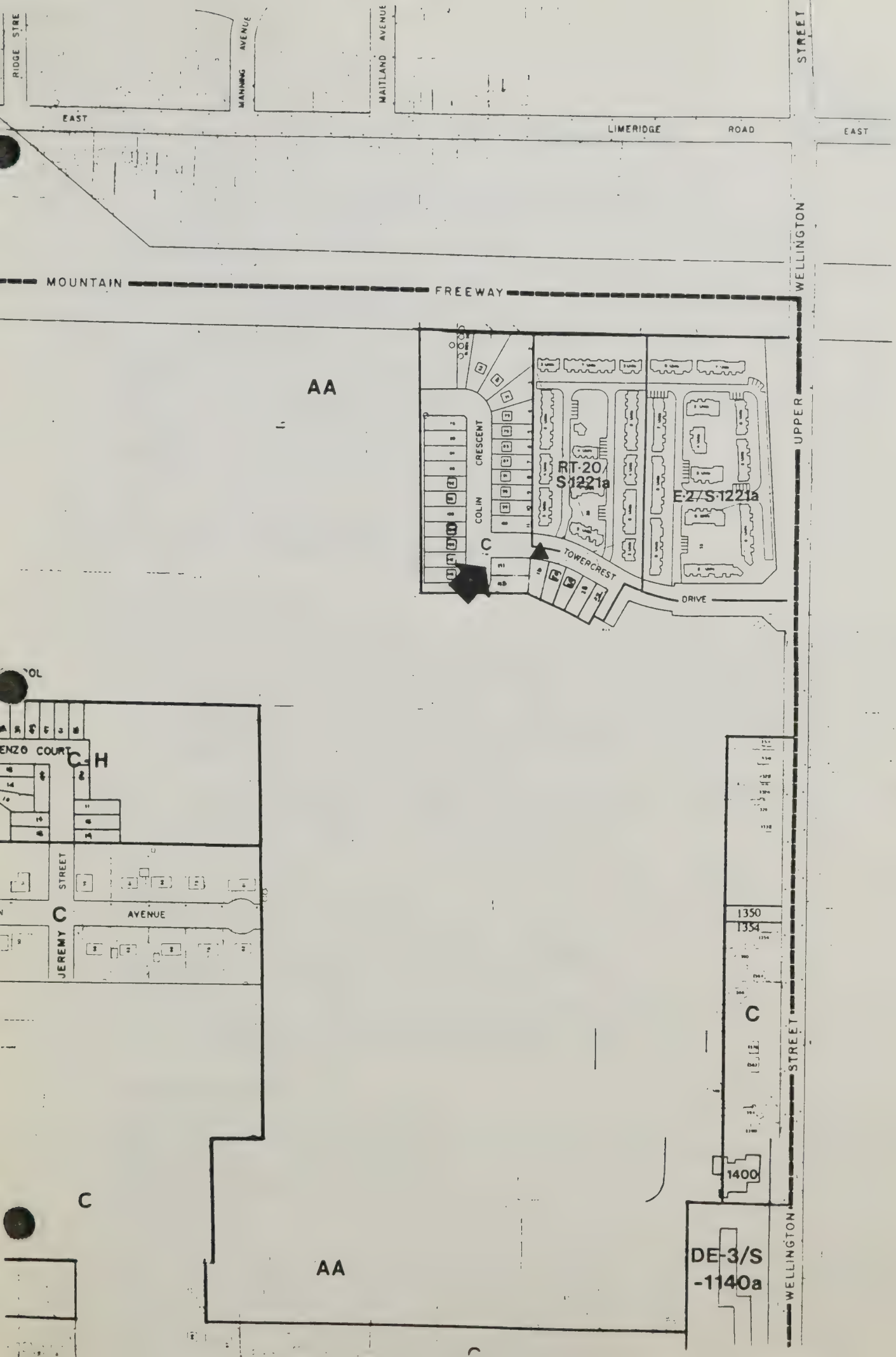
Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Towercrest be required to stop for northbound and southbound traffic on Colin.

Staff also received a request from an area resident that a "No Parking" regulation be implemented on the north side of Towercrest adjacent to the "Super Mail Boxes" to allow access to the mailboxes and to facilitate two-way traffic flow in this area.

Towercrest has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that parked vehicles in this area do obstruct access to the "Super Mail Boxes" and two-way traffic flow to some degree.

The implementation of the requested regulation would result in the loss of two on-street parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block, and since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

cc: MH
CVB/MBH/kg


RIDGE STRE
MANNING AVENUE
MAITLAND AVENUE
EAST
LIMERIDGE ROAD
EAST
WELLINGTON STREET
MOUNTAIN FREEWAY
AA
COLIN CRESCENT
RT-20/S-1221a
E-2/S-1221a
TOWERCREST DRIVE
UPPER WELLINGTON STREET
ENZO COURT
C-H
JEREMY AVENUE
1350
1354
1400
DE-3/S-1140a
C
AA

2(BXiX(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 12
File No. TEC-068-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 77 Clinton Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Clinton Street commencing at a point 78 feet east of Barnesdale Avenue North and extending to a point 17 feet easterly therefrom, and on the south side of Clinton Street commencing at a point 61 feet east of Barnesdale Avenue North and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Eileen Laslo-Doyle, 77 Clinton Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

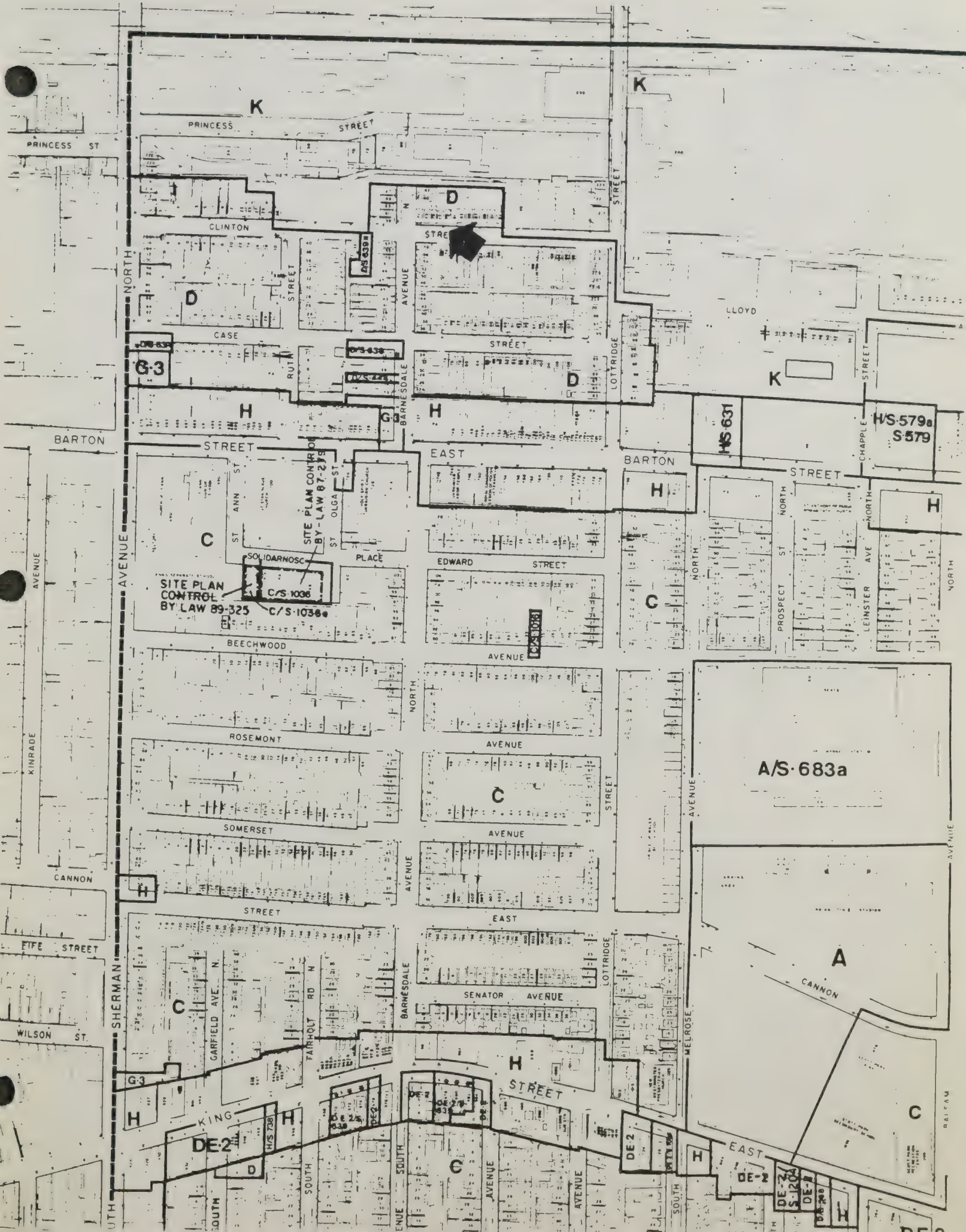
BACKGROUND:

Staff has received a request from Ms. Eileen Laslo-Doyle, 77 Clinton Street, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from her home since she is disabled.

Clinton has a 26-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. Staff has been advised that Mr. Tom Miller, 158 Barnesdale Avenue North, supports the implementation of a reserved "Permit Parking" space adjacent to his home for use by Ms. Laslo-Doyle.

Staff has confirmed that Ms. Laslo-Doyle meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kg


PRINCESS ST
PRINCESS STREET
K
CLINTON STREET
D
CASE STREET
G-3
H
BARTON STREET EAST
BARTON STREET
NORTH AVENUE
SITE PLAN CONTROL BY-LAW 87-219
SOLIDARNOSC
C/S-1036
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036a
EDWARD PLACE
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
CANNON STREET EAST
FIFE STREET
WILSON ST.
SHERMAN AVENUE
KINRADE AVENUE
GARFIELD AVE. N.
FAIRHOLT RD N.
BARNESDALE AVENUE
LOTTRIDGE STREET
SENATOR AVENUE
KING STREET
DE-2
H/S 738
H/S 631
H/S-579a
S-579
A/S-683a
A
C
LLOYD
CHAPPLE AVE
PROSPECT ST
LEINSTER AVE
WELROSE AVENUE
CANNON
BALFAM

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 16
File No. TEC-073-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of Hummingbird Lane, north of Skylark Drive - Corner Clearance

RECOMMENDATION:

(a) That a "No Stopping" corner clearance be implemented on the east side of Hummingbird Lane commencing at Skylark Drive and extending to a point 64 feet northerly therefrom; and,

(b) That a "No Stopping" corner clearance be implemented on the west side of Hummingbird Lane commencing at Skylark Drive and extending to a point 75 feet northerly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

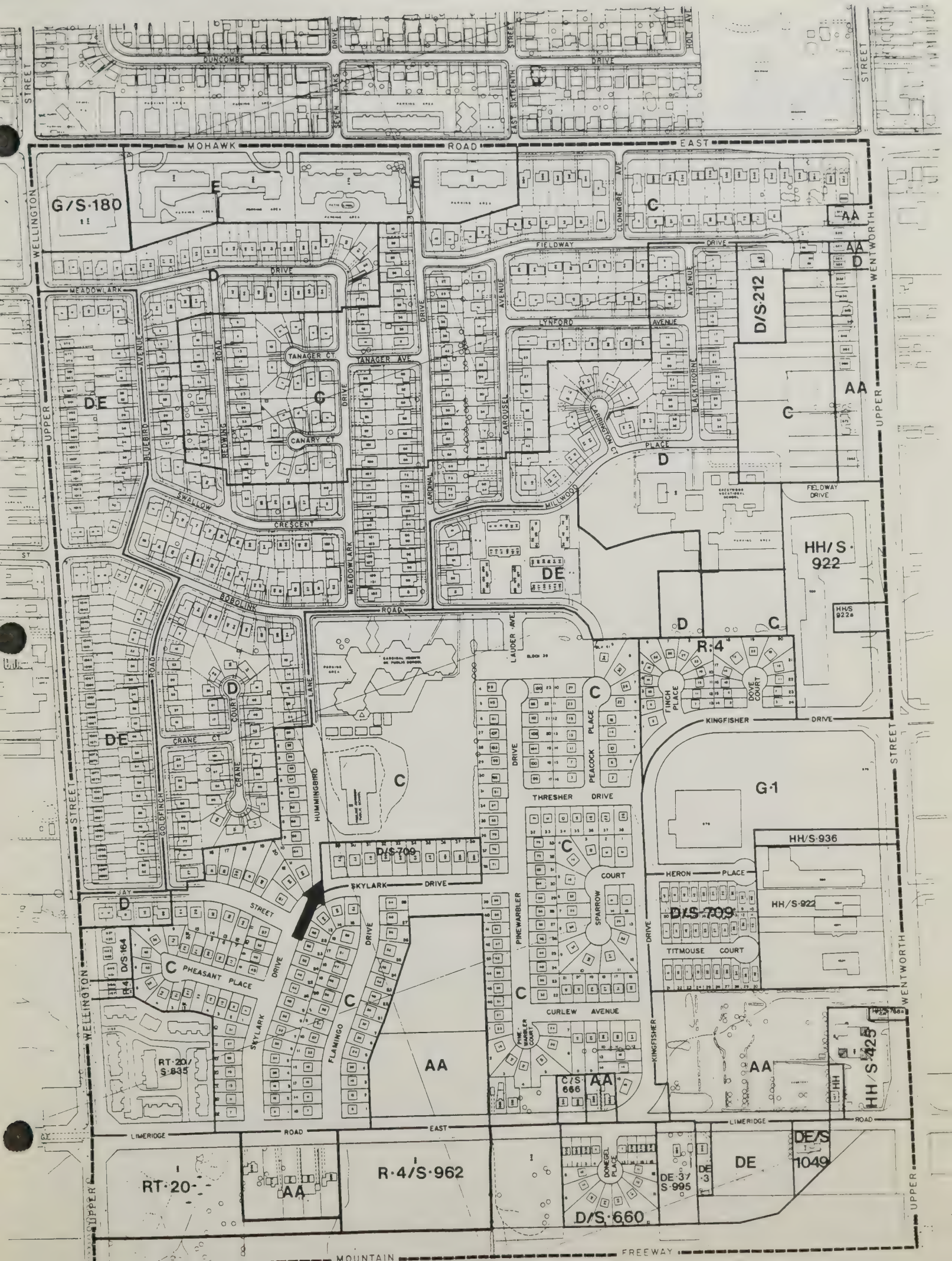
BACKGROUND:

Alderman Bill Kelly has advised of concerns regarding traffic congestion on Hummingbird Lane in the vicinity of Pauline Johnson School. It has been confirmed through observations and discussions with the Principal of the school that the congestion relates to parents picking up/dropping off their children. The problems directly in front of the school are currently being reviewed by the Principal, the Parent Council of Pauline Johnson School and City staff.

Observations reveal that parents are parking on both sides of Hummingbird such that they are too close to the intersection of Skylark and Hummingbird and impeding vehicles, specifically school buses, so that they are unable to turn and proceed through the intersection.

In discussion with the Principal it has been concluded that stopping should be prohibited on both sides of Hummingbird, north of Skylark, in order to allow proper traffic flow. The current regulation on the east side of Hummingbird is "No Parking" and the west side is unrestricted. All area residential properties have adequate off-street parking, thus we do not anticipate any parking problems.

EBA/MBH/kg


MOHAWK ROAD EAST
WELLINGTON STREET
UPPER WENTWORTH STREET
G/S-180
D/S-212
HH/S-922
HH/S-936
G-1
R-4
RT-20/S-835
RT-20
R-4/S-962
D/S-660
DE/S-1049
DE-3/S-995
DE-3
C/S-666
D/S-709
D/S-164
MEADOWLARK DRIVE
TANAGER CT.
TANAGER AVE.
CANARY CT.
SWALLOW CRESCENT
BOBOLINK ROAD
CRANE CT.
SKYLARK DRIVE
PHEASANT PLACE
FLAMINGO DRIVE
LAUDER AVE.
THRESHER DRIVE
PEACOCK PLACE
CURLEW AVENUE
SPARROW COURT
PINEWARBLER COURT
HERON PLACE
TITMOUSE COURT
FINCH PLACE
DOVE COURT
KINGFISHER DRIVE
FIELDWAY DRIVE
LYNFORD AVENUE
CARROUSEL AVENUE
BLACKTHORNE AVENUE
CARDINAL DRIVE
MILLWOOD PLACE
CARRINGTON CT.
DONEGEL PLACE
LIMERIDGE ROAD EAST
MOUNTAIN FREEWAY

2(8)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
File No. TEC-082-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Bernard Street and Martha Street, Blair Avenue and Martha Street - Intersection Control

RECOMMENDATION:

That southbound traffic on Bernard Street and Blair Avenue be required to stop for eastbound and westbound traffic on Martha Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

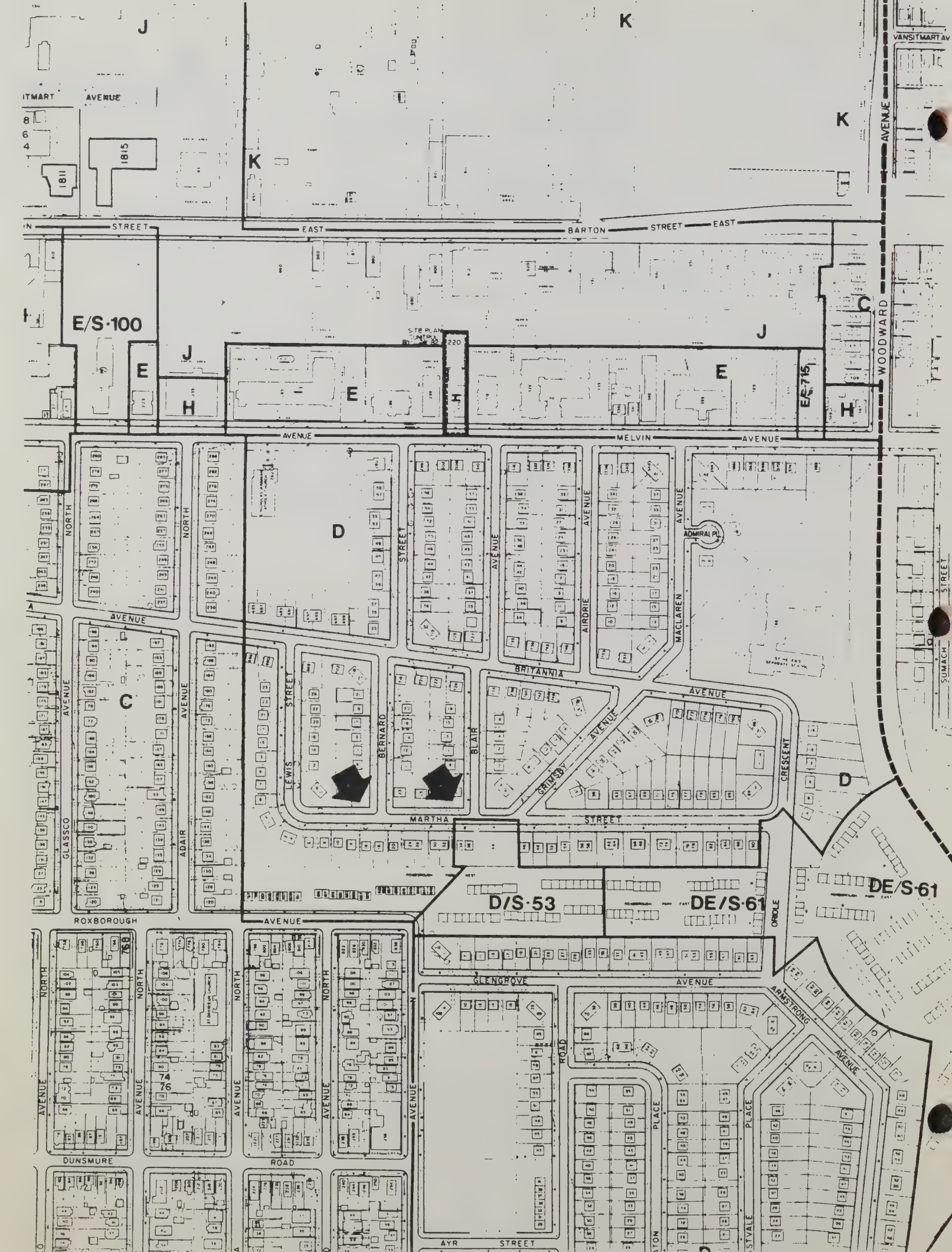
Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Gary Baker, 44 Martha Street, that stop control be implemented at the intersections of Bernard and Martha, and Blair and Martha. Both intersections are "T" type intersections, and presently, there are no intersection control signs at either intersection.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule," which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on both Bernard and Blair be required to stop for the eastbound and westbound traffic on Martha.

CVB/MBH/kg


J
K
K
K
VANSITMART AV
ITMART AVENUE
1815
1811
STREET EAST
BARTON STREET EAST
E/S-100
E
J
H
E
H
E
E/S-15
J
C
WOODWARD AVENUE
AVENUE
MELVIN AVENUE
NORTH
NORTH
D
STREET
AVENUE
AVENUE
AIRDRIE AVENUE
MACLAREN AVENUE
ADMIRAL PL
SUMACH STREET
AVENUE
C
GLASSCO AVENUE
AVENUE
ADAIR AVENUE
LEWIS STREET
BERNARD
BLAIR
BRITANNIA
GRIMSBY AVENUE
AVENUE
CRESCENT
D
MARTHA STREET
ROXBOROUGH AVENUE
D/S-53
DE/S-61
DE/S-61
ORIOLE
GLENGROVE AVENUE
ARMSTRONG AVENUE
NORTH
NORTH
NORTH
NORTH
168
74
76
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
DUNSMUIR ROAD
ROAD
PLACE
PLACE
AYR STREET

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
File No. TEC-080-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Kirkfield Road and Springside Drive - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Kirkfield Road and Springside Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

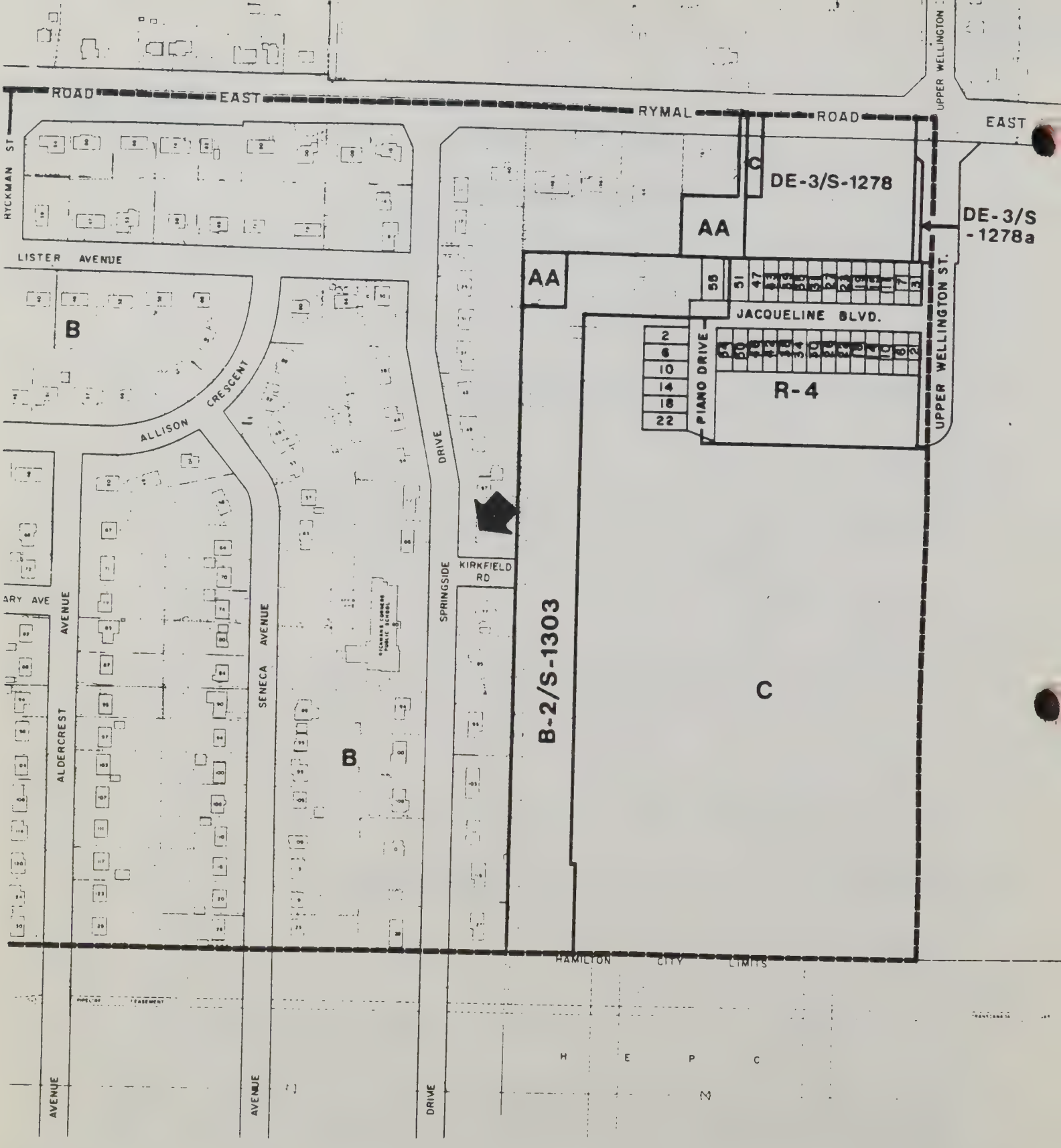
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Bill Kelly has advised of a request from Ms. Anne Devries, 21 Springside Drive, that all-way stop control be implemented at the intersection of Kirkfield and Springside.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Kirkfield is required to stop for northbound and southbound traffic on Springside. Staff has concluded that this intersection meets at least one of the criteria respecting the use of all direction stop control due to its close proximity to Ryckman's Corners Public School. Therefore, staff concurs with the request.

CVB/MBH/kg


ROAD EAST
RYMAL ROAD
EAST
HYCKMAN ST
LISTER AVENUE
B
ALLISON CRESCENT
AA
C
DE-3/S-1278
DE-3/S
-1278a
AA
JACQUELINE BLVD.
PIANO DRIVE
R-4
UPPER WELLINGTON ST.
DRIVE
KIRKFIELD RD
SPRINGSIDE
B-2/S-1303
C
B
ARY AVE
AVENUE
ALDERCREST
SENECA AVENUE
HAMILTON CITY LIMITS
AVENUE
AVENUE
DRIVE

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 13
File No. TEC-069-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side of Crockett Street, west of East 22nd Street - Request for a Commercial Vehicle Loading Zone

RECOMMENDATION:

That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Crockett Street commencing at a point 25 feet west of East 22nd Street and extending to a point 30 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Tendra Patel, owner of Top Convenience Variety Store, 92 East 22nd Street, that a commercial vehicle loading zone be implemented on the south side of Crockett, adjacent to his business.

Crockett has a 29-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation will result in the loss of one on-street parking space. However, since the applicant has agreed to limit the hours of the regulation such that the area would be available for parking after 6:00 p.m., Monday to Friday and all day on the weekend, and since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 18
File No. TEC-076-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: King William Street between Hughson Street and James Street North - Loading Zone

RECOMMENDATION:

That the existing full-time "No Parking - Loading Only" regulation on the north side of King William Street commencing at a point 32 feet west of Hughson Street and extending to a point 30 feet westerly therefrom be revised such that it is in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1998 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Mr. Sid Leon, the owner of Irving's Clothes, 62 James Street North, has asked for an investigation into the possibility of increasing metered parking in the area bounded by James Street North, Hughson Street, Wilson Street and King William Street.

A review of the existing regulations has confirmed that, as a result of a reduction of the corner clearance regulation at traffic signals in the Traffic By-law in 1997, an increase of four parking meters can be accommodated on James between Wilson and King William.

Additionally, staff have identified a "No Parking - Loading Only Anytime" regulation on the north side of King William, west of Hughson, where loading activities can be restricted to Monday to Saturday business hours. The location, which involves one parking space, is immediately in front of Reardon's Meats and the owner agrees with the proposal. Therefore, staff recommend that the existing "No Parking - Loading Only Anytime" regulation be revised such that it is only in effect between 8:00 a.m. and 6:00 p.m., Monday to Saturday, and to allow parking during evening hours and on Sunday.

Mr. Leon is pleased with the results of the review and the recommendation.

ERA/MBH/kg

BARTON ST. W.
COLBORNE ST.
SEVERN STREET
MULBERRY ST.
CANNON ST. W.
VINE ST.
YORK BLVD
REBECCA
KING ST. W.
MAIN ST. W.
JACKSON ST. W.
JAMES STREET NORTH
JAMES ST. S.
HUGHSON ST. S.
JOHN ST. S.
CATHARINE ST. S.
WALNUT ST. S.
BOWEN ST.
FERGUSON AVE. S.
BARTON STREET EAST
ROBERT STREET
CANNON STREET EAST
WILSON STREET
KING STREET
WILLIAM STREET
MAIN STREET EAST
JACKSON STREET
KELLY STREET
ELGIN STREET
FERGUSON AVENUE
JARVIS STREET
H/S-378
G-3
H
E-1/S-988
I/S-378
D/S-914
L-mr-2
D
H/S-472
JJ/S-378
J/S-378c
J/S-378b
E-3/S-342
J/S-378
J/S-378d
A/S-657b
J/S-378
J/S-125
L-mr-2
D/S-987
CR-3
H/S-473
J/S-473
I/S-478a
CR-3/S-473
E-3
J
SITE PLAN CONTROL BY-LAW 84-79
SITE PLAN CONTROL BY-LAW 79-279

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 13
File No. TEC-070-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 7 Florence Street - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the south side of Florence Street commencing at a point 83 feet west of Ray Street North and extending to a point 25 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

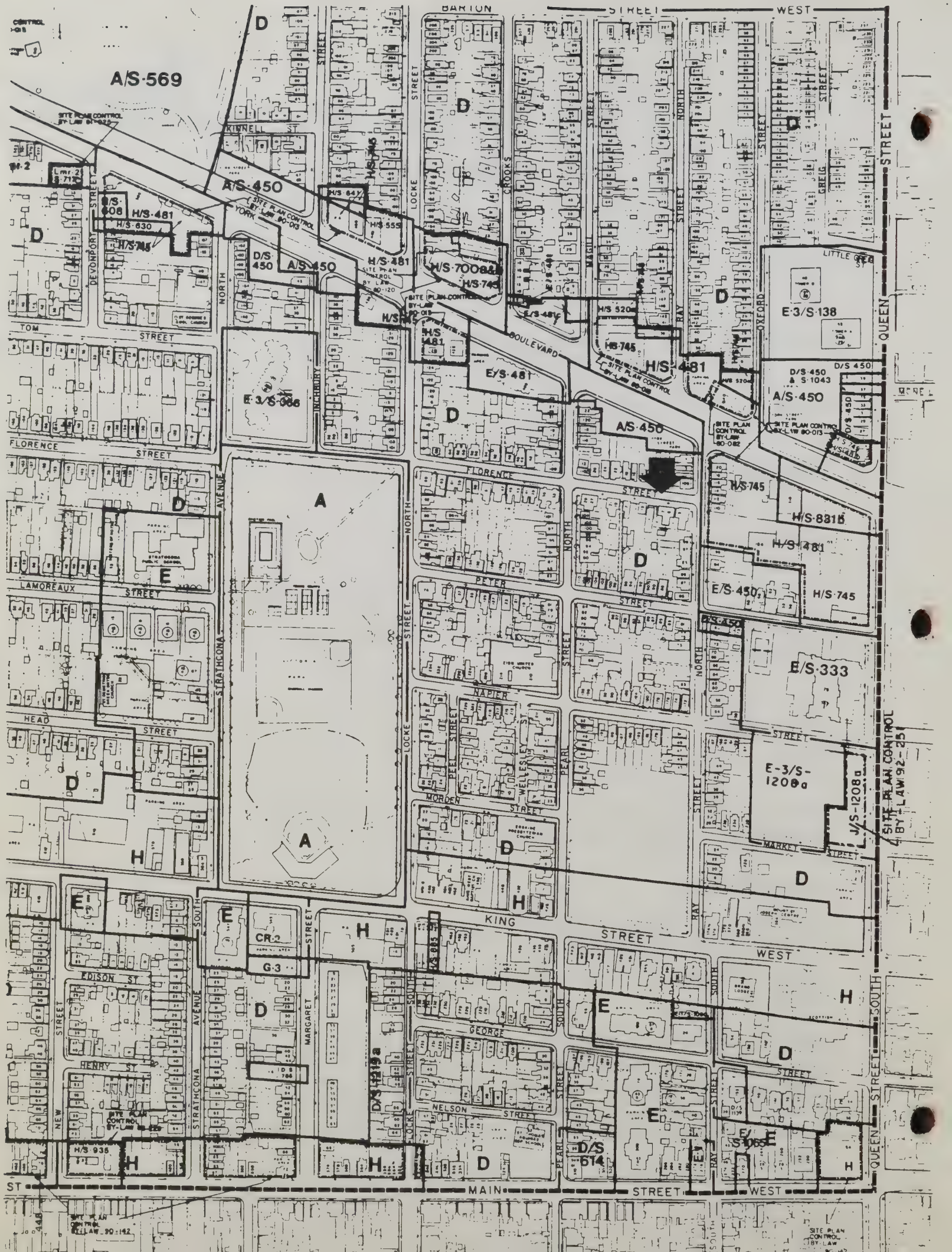
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Joan Haigh, 7 Florence Street, that a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m, seven days a week" regulation be implemented on the south side of Florence in front of her home since her husband is disabled and requires the use of Darts vehicles.

Florence has a 23-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of the applicant's home. However, the applicant has agreed to limit the hours of the regulation such that parking may occur after 5:00 p.m. Therefore, staff concurs with the request.

CVB/MBH/kg


A/S-569
A/S-450
H/S-481
H/S-630
H/S-745
H/S-555
H/S-700
H/S-520
E-3/S-138
E/S-481
E-3/S-386
A/S-450
H/S-745
H/S-881
H/S-481
E/S-450
E/S-333
E-3/S-1208
J/S-1208
H/S-935
E/S-1065
D/S 614
BARTON STREET WEST
KING STREET WEST
MAIN STREET WEST
QUEEN STREET SOUTH
JAMES STREET SOUTH
MACNAB STREET SOUTH
WEST AVENUE
STRATHCONA AVENUE
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
TOM STREET
EDISON ST
HENRY ST
NELSON STREET
GEORGE STREET
MORDEN STREET
NAPIER ST
PETER STREET
MARKET STREET
LITTLE GREIG ST
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 92-251
SITE PLAN CONTROL BY-LAW 90-142

2(B)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 13
File No. TEC-072-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East Side of East 27th Street adjacent to Franklin Road School -Taxi Stand

RECOMMENDATION:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 27th Street commencing at a point 121 feet north of Burkholder Drive and extending 45 feet northerly, and the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Franklin Road School has requested that a Taxi Stand be implemented adjacent to the school on the east side of East 27th Street, north of Burkholder Drive, to accommodate two taxis.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East 27th in this area.

Loading and unloading by all vehicles is presently permitted in the restricted area. However, taxis transporting "special need" students are frequently forced to stop long distances from the entry doors of the school. Therefore, in order to reserve an area for the taxis to stop while picking up and dropping off "special need" students at the entrance to Franklin Road School, staff concurs with the request for a Taxi Stand.

MH
ERA/MBH/kg

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 19
G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To Incorporate City Lands into Various Streets by By-law (R-98-10)

RECOMMENDATION:

a) That the following City lands be incorporated into the following streets:

Arrowsmith Road	Parts 2 & 3	62R-14277
Centennial Parkway	Part 1	62R-14277
Jacqueline Blvd.	Block 37	62M-778

b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Lands Description being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Arrowsmith Road	Parts 2, 3 62R-14356	N/A	To complete final street width	S609-01
Centennial Parkway	Part 1 62R-14277	N/A	To complete final street width	S609-01
Jacqueline Boulevard	Block 37 62M-778	N/A	To facilitate access to Allison Estates Phase 2	S609-01 S701-74

KML/GM:sk
encls.

cc: H. Groen, Transportation Department
cc: F. Angelici, Planning Department
cc: M. Watson, City Clerk's Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 2 & 3 ON PLAN 62R-14277 INTO ARROWSMITH ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Arrowsmith Road within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Arrowsmith Road.

   Part of Lot 27, Concession 1, in the geographic township of Saltfleet designated as Parts 2 & 3 on Plan 62R-14277.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 1 ON PLAN 62R-14277
INTO CENTENNIAL PARKWAY

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Centennial Parkway within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Centennial Parkway.

   Part of Lot 27, Concession 1, in the geographic township of Saltfleet designated as Part 1 on Plan 62R-14277.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 37 ON PLAN 62M-778
INTO JACQUELINE BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Jacqueline Boulevard within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Jacqueline Boulevard.

   All of Block 37, on Plan 62M-778.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1998

City Clerk Mayor

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 23
T103-23 (1) J.K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Temporary Closure: Jackson Street East, between John Street South and Catharine Street South (R-98-13)

RECOMMENDATION:

That the application of The Runner's Den Running Club, to temporarily close Jackson Street, between John Street South and Catharine Street South on Saturday 1998 March 14, from 1:30 o'clock p.m. to 6:00 o'clock p.m., to hold a 10 km road race, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained.

ii) That the applicant provide proof of $2,000,000. public liability insurance naming the City and the Region as added insured parties with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate.

iv) That all barricading be supplied by and at the expense of the applicant.

cont'd...

Temporary Closure: Jackson Street East

cont'd...

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton, on the affected roadways, if deemed necessary by the Commissioner of Transportation.

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer.

vii) That no property owner or resident within the barricaded area be denied access to their property upon request.

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services will provide thirteen (13) officers and one (1) sergeant for a total cost of $1,500.
These amounts will be drawn from the Region's account No. 57713-194300 for Special Events. Traffic signing and barricading costs will be paid for by the applicant.

BACKGROUND:

A request has been received from the Runner's Den Running Club to temporarily close Jackson Street East between John Street South and Catharine Street South on Saturday 1998 March 14 from 1:30 o'clock p.m. to 6:00 o'clock p.m., to hold a St. Patrick's Day 10Km fun run.

cont'd...

Temporary Closure: Jackson Street East

cont'd...

The race will begin on Concession Street easterly to Belwood Drive, north to Mountain Park Avenue, south on Poplar Street, east on Concession Street, north on the Jolly Cut to John Street and finishing on Jackson Street at Bowen.

The applicant wishes to utilize the Jackson Street road allowance after the event for presentation awards. The owners of Tailgate Charlies and Slainte's Irish Pub will be setting up a beer tent in the parking lot adjacent to the finish line on Bowen and Catharine Streets. they plan to serve food and drinks to celebrate St. Patrick's Day.

Regional Police Services will provide thirteen (13) officers and one (1) sergeant to monitor the race with the costs being withdrawn from the Region's account for special events. The Department of Public Works and Traffic Services will provide barricading and parking meter bags along Concession Street and John Street and the applicant will be responsible for these costs.

As the affected municipal departments were notified of the event and no objections were received, and as Regional Police Services can provide the appropriate traffic control and detour routes, this Department is in favour of the event.

JKC

cc: Alderman A. Horwath
cc: Alderman R. Corsini
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 2nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
February 2	Aggregate Producers' Association of Ontario	Brochure on Recycling	1998 February 13
February 13	Ontario Good Roads Association	Pamphlets	1998 February 13
February 12	Commissioner of Public Works and Traffic	Ice Storm Relief Tree Replanting	1998 February 17
February 17	Commissioner of Public Works and Traffic	Restore the Core Downtown Hamilton Improvement Plan 1998 - 2007 Provisional Capital Budget Submission	1998 February 17
February 9	Commissioner of Public Works and Traffic	Obsolete Items in Traffic Division Inventory	February 20
February 9	Commissioner of Public Works and Traffic	Delaware, Beeline and University Bus Route	1998 February 20
February 24	City Solicitor	Plastimet Inc. and Frank Levy Appeals of the Ministry of the Environment Orders 363 Wellington Street North	1998 February 25

Kevin C. Christenson, Secretary
March 2nd, 1998

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1998

URBAN MUNICIPAL
APR 7 1998
GOVERNMENT DOCUMENTS

APR. 6/98

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 April 6th
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposal to Stop-up and Close Mead Avenue at approximately 20 m. west of Brighton Avenue, east of Parkdale Avenue

   (i) Robert S. Whitmore, Solicitor representing

   - Glover's Threaded Products Inc. and R.E. Glover Ltd., 84 and 90 Mead Ave.
   - Hamilton Radiator, 624 Parkdale Ave.
   - Ng Recycling, 83 Mead Ave.
   - L. P. Services, 100 Mead Ave.
   - E M C Electrical Materials Corp., 76 Mead Ave.
   - Sling-Choker Mfg. (Hamilton) Ltd., 15 Mead Ave.

   (ii) Mr. Peter Janack
   Hamilton Radiator
   624 Parkdale Avenue North

   (iii) Mr. Ramzan Manek
   I.S.I.J. Hamilton - Razav islamic Centre
   95 Mead Avenue

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

(b) Proposed Sale of the Portion of the East/West Alley South of No. 73 East 19th Street and the North/South Alley from the East/West Alley to the North Limit of No. 57 East 19th Street

(c) Proposed Alteration of Ferguson Avenue North between King Street East and King William Street

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

PUBLIC WORKS DIVISION

(a) Collection of Compacted Garbage

(b) User Fee for Driveway Approach Ramp Installation

TRAFFIC DIVISION

(c) Enactment of Municipal Parking Facility By-law

CITY ENGINEER

(d) Moratorium on Encroachment Fees, Downtown Core

4. **DIRECTOR OF PLANNING AND DEVELOPMENT/ CHIEF ADMINISTRATIVE OFFICER**

Status Update - 799 - 800 Parkdale Avenue North
Application for an Amendment to Certificate of Approval
No. A100145 for a Waste Disposal Site - Philip Enterprises Inc.
(Referred back by City Council - 1998 February 25)

5. **COMMISSIONER OF TRANSPORTATION**

1998 Transit Shelter Program

6. **POLLUTION CONTROL SUB-COMMITTEE**

Proposed Terms of Reference

7. **OTHER BUSINESS**

Correspondence - Police Services Board
Graffiti Task Force Advisory Committee

8. **PRIVATE AND CONFIDENTIAL AGENDA**

9. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
4.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
6.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back
7.	830 Dunn Avenue	1997 Dec. 11	City Solicitor	Report Back
8.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
9.	Earthday - Reuse Days Proposal	1998 March 2nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
10.	Intersection of Locke Street North and Florence Street	1998 March 2nd	Alderman Kiss	Tabled

Kevin C. Christenson, Secretary
April 6th, 1998

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 2
S610-03 K.M. Lau

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-Law to Close a Portion of Mead Avenue to Vehicular Traffic (R-98-17)

RECOMMENDATION:

a) That should the Committee approve the closure of a portion of Mead Avenue, that the appropriate By-law to close a portion of Mead Avenue to vehicular traffic described as:

Part 1 on Plan 62R-14514

be prepared to the satisfaction of the City Solicitor and forwarded to City Council for enactment.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

The City Council at its meeting on 1998 February 10, adopted Item 22 of the 3rd Report of the Transport and Environment Committee to authorize the closure of Mead Avenue to vehicular traffic at about 230 metres east of Parkdale Avenue.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. There has been substantial discussion with the area residents and staff over the past several years to arrive at a solution that would alleviate the problems of truck traffic through the neighbourhood while at the same time not inconveniencing the residents. However, problems with respect to continued truck access around temporary barriers and illegal truck manoeuvers causing property damage have continued.

'G' KML/GM:sk
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

1(a)(i)

McHUGH MOWAT WHITMORE

BARRISTERS SOLICITORS NOTARIES

MICHAEL J. McHUGH, B.A., LL.B.
BRUCE A. MOWAT, B.A., LL.B.
ROBERT S. WHITMORE, B.A., LL.B.
PATRICIA M. YATES-McSHANE, M.A., LL.B.

33? QUEENSTON ROAD
HAMILTON, ONTARIO
L8K 1H7

TELEPHONE (905) 549-4676
FAX (905) 549-5819

March 10, 1998

K. Christenson, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

FAX INFORMATION

To Fax #:	546-2095
No. Pages Sent:	1 pp.
Original to Follow by Mail:	courier
With Enclosures:	no

Dear Sirs:

RE: OUR CLIENTS: GLOVER'S THREADED PRODUCTS INC. and R. E. GLOVER LTD.
PUBLIC NOTICE TO CLOSE MEAD AVENUE

We are the solicitors for Glover's Threaded Products Inc., which corporation owns properties municipally known as 84 and 90 Mead Avenue in Hamilton. We also act for R.E. Glover Ltd. and both corporations carry on business at these premises.

We have been provided with a copy of the Public Notice advising that City Council through its Transport and Environment Committee will hear from parties who will be prejudicially affected by the By-law and who apply to be heard with respect to the proposed closure of Mead Avenue.

Our clients will be prejudicially affected by the said By-law. Please accept this letter as our clients' application to be heard at the meeting of the Transport and Environment Committee on April 6, 1998 at 9:30 a.m.

We look forward to hearing from you. Do not hesitate to call us if you have any questions or wish any further information.

Yours very truly,

McHUGH, MOWAT, WHITMORE
Per:

ROBERT S. WHITMORE

RSW:mec

cc: Glover's Threaded Products Inc. (Fax #547-5681)

McHUGH MOWAT WHITMORE

BARRISTERS SOLICITORS NOTARIES

MICHAEL J. McHUGH, B.A., LL.B.
BRUCE A. MOWAT, B.A., LL.B.
ROBERT S. WHITMORE, B.A., LL.B.
PATRICIA M. YATES-McSHANE, M.A., LL.B.

337 QUEENSTON ROAD
HAMILTON, ONTARIO
L8K 1H7

TELEPHONE (905) 549-4676
FAX (905) 549-5819

RECEIVED
APR - 1 1998

April 1, 1998

K. Christenson, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall
71 Main St. West
Hamilton, Ontario
L8N 3T4

Dear Sir:

RE: PUBLIC NOTICE TO CLOSE MEAD AVENUE

We have been retained by several owners of property on Mead Avenue and on Parkdale Avenue near Mead to present their opposition to the proposed by-law to stop-up and close Mead Avenue to vehicular traffic at a point approximately 20 metres west of Brighton Avenue, east of Parkdale Avenue. Our clients all operate businesses on their properties.

NAMES and ADDRESSES

These submissions are filed on behalf of:

Glover's Threaded Products Inc. R. E. Glover Ltd.	84 & 90 Mead Avenue
Hamilton Radiator	624 Parkdale Ave. N.
Ng Recycling	83 Mead Ave.
L. P. Services	100 Mead Ave.
E M C Electrical Materials Corp.	76 Mead Ave.
Sling-Choker Mfg.(Hamilton) Ltd.	15 Mead Ave.

REASONS FOR THIS OPPOSITION

1. At present, the intersection at Parkdale and Mead is very busy and often unsafe. Frequently, large trucks are stopped on the east side of Parkdale in the area of the Tim Horton's outlet located on the south east corner of the intersection. These trucks are stopping in a "no stopping" zone. In addition, trucks and cars frequently turn the corner from Parkdale onto Mead and stop on the north side of Mead in the area of the Tim Horton's. This is a "no parking" zone. Because the "drive-thru" at the Tim Horton's, is entered off Mead Avenue, traffic frequently is backed up onto Mead Avenue.

Schedule "A" is a chart recording the number of cars, vans and pickups that entered Tim Horton's both from Mead and from Parkdale between 7:00 a.m. and 9:30 a.m. between March 23 and March 27, 1998. The high volume, particularly coming off Mead Avenue is quite evident.

Because of this frequent congestion, particularly by the large trucks stopped on Parkdale and stopped on Mead, it is extremely difficult and unsafe for motorists turning off Mead onto Parkdale to see whether there is oncoming traffic or not. This is particularly so with traffic turning from Mead south onto Parkdale.

This is a serious problem and it is submitted that to close Mead Avenue will eliminate a much safer option for such motorists which is to go east on Mead and then exit the area either north or south on Brighton Avenue.

To deliberately exacerbate this already dangerous situation by cutting off the safer alternative route for automobiles is to invite future liability should a serious accident occur.

2. Closing Mead Avenue will force traffic coming west on Mead from the neighbourhood east of Brighton to turn either north or south on Brighton rather than proceeding through Mead. This not only will increase the traffic on Brighton but will cut off all access from the east via Mead Avenue to the businesses on Mead Avenue.

3. It is reasonable to expect that permanently changing that section of Mead Avenue running east off Parkdale into a "dead end" street, will devalue the commercial properties on Mead Avenue.

4. In cases of emergency, there currently are two means of access to the businesses on Mead Avenue; one being off Parkdale and the other from the east along Mead. By closing Mead to the east, this emergency access will be eliminated. This means that if the access off Parkdale is blocked, as occurs, for example, when a large truck blocks Mead Avenue, there is no emergency access to these business premises. It is suggested that to restrict ambulance and other emergency access in this way is a potentially dangerous step to take and is not necessary.

SUGGESTED ALTERNATIVES TO CLOSURE

The concern of the residents on Brighton Avenue that large trucks are driving improperly and illegally on Brighton Avenue is recognized and accepted. The truck route on Mead Avenue ends at or near the last business premises on Mead which

is west of Brighton Avenue. The offending trucks are those which ignore this fact and proceed on in disregard to this fact and in contravention of the law.

We suggest that several alternative solutions should be investigated to help address the concerns of the residents as well as the concerns outlined above. These include:

1. Strict enforcement of the "no stopping" and the "no parking" designations on both Parkdale and on Mead by the By-law Enforcement Branch. This would improve the visibility and hence the safety at the intersection and probably reduce or eliminate the heavy truck traffic turning onto Mead Avenue to stop at the Tim Horton's. Consideration should be given to changing the "no parking" on Mead Ave. to "no stopping" in the area of the Tim Horton's.

2. Clearly mark the end of the truck route on Mead Avenue and enforce the rule.

3. Install "jersey barriers" on the south east and south west corner of Mead and Brighton. Currently there is an "island" in the middle of Mead Avenue at this intersection; but, the offending trucks drive up over the sidewalk and sometimes on lawns to navigate around the island and the corner. Properly installed "jersey barriers" at the curbs would prevent the heavy trucks from turning from Mead south on Brighton while still allowing access for cars and emergency vehicles. Installation of a similar barrier along the north side of Mead opposite the island might also be considered to prevent heavy trucks from improperly driving over the curb and proceeding along Mead. Properly installed barriers as suggested also would deny access south on

Brighton to heavy trucks coming from the industrial area to the north along Brighton and crossing Mead to continue south on Brighton.

In conjunction with the installation of these barriers, the intersection could be reconstructed to permit barrier free access. This would be an added benefit for this neighbourhood.

4. As an alternative to the "jersey barriers" suggested above, similar results could be achieved by installing some type of height restriction and control limiting access past this point to vehicles less than the designated height.

5. Safety at Parkdale and Mead also would be improved through the installation of a traffic control light at that intersection. Currently, the closest light to the south is located at Parkdale and Brampton. To the north the closest light is at Parkdale and Burlington Street.

PETITION

Attached as Schedule "B" is a petition listing 133 names as of April 1, 1998 from the neighbourhood all expressing displeasure at the proposed closing of Mead Avenue.

SUMMARY

It is submitted that the total closure of Mead Avenue will result in a substantially increased risk and problem at the intersection of Parkdale and Mead. It will jeopardize the safety of those working in the businesses located on Mead Avenue and residents by forcing them to exit only via Parkdale and by limiting emergency access to one route only. It will inconvenience motorists coming west on Mead from the area east of Brighton and this will serve to increase, not decrease the traffic on Brighton.

The recognized problems and concerns of the residents on Brighton are a result of heavy trucks improperly and illegally driving on Brighton. This can be addressed by imaginative changes to the intersection of Mead and Brighton while still preserving the advantages of permitting cars and other suitable vehicles full access through this intersection. Our clients have the local knowledge, history and practical experience to provide valuable input as to a workable solution. They are fully prepared and willing to co-operate and to assist in the fair resolution of this issue.

Yours very truly,

McHUGH, MOWAT, WHITMORE

Per: R Whitmore

ROBERT S. WHITMORE

Schedule "A"

GLOVER'S THREADED PRODUCTS INC.

March 30,1998

REFERENCE - TIM HORTON'S CORNER OF PARKDALE AND MEAD AVENUE, HAMILTON, ONTARIO

BELOW INDICATES THE APPROXIMATE NUMBER OF CARS, VANS, AND PICK-UP TRUCKS THAT ENTERED THE ABOVE MENTIONED TIM HORTON'S, FROM MEAD AVENUE AND FROM PARKDALE AVENUE. FROM MARCH 23, 1998 TO MARCH 27, 1998, AND FROM 7:00 a.m. TO 9:30 a.m.

DATE	FROM MEAD AVE.	FROM PARKDALE AVE
Monday, March 23	132	Not Recorded
Tuesday, March 24	132	16
Wednesday, March 25	120	13
Thursday, March 26	163	8
Friday, March 27	150	8

Rodger E. Glover
President

103 Signatures To DATE

Glover's Threaded Products Inc.

PAGE 1

PETITION

Schedule "B"

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
March 30/98	Michelle Keogh	612 BRIGHTON	
March 30/98	Kim Willett	611 BRIGHTON	
March 30/98	EP REEVES	608 BRIGHTON	
March 30/98	J O'Connor	615 BRIGTON	
March 30/98	J.U.O Connor	615 BRIGHTON AVE	
March 30/98	Jennifer Knox	619 Brighton Ave	
March 30/98	Scott Bellamy	616 Brighton Ave	
March 30/98	Diane Gordon	680 Brighton Ave	
March 30/98	Ron Tai	620 BRIGHTON AVE	
March 30/98	Cindy Fluette	624 Brighton Ave	
March 30/98	K.P. Whitworth	623 Brighton Ave	
March 30/98	Hilda Underwood	627 Brighton Ave	
March 30/98	Mary Lou	628 BRIGHTON AVE	
MARCH 30/98	MARLENE WILSON	631 BRIGHTON AVE	
MARCH 30/98	WAYNE DAVEY	632 Brighton Ave	
MARCH 30/98	JENN CONSTABLE	631 BRIGHTON AVE	
MARCH 30/98	LAURIE CONSTABLE	631 BRIGHTON AVE	
MARCH 30/98	SHEILA MAIN	630 Brighton Ave	
March 30/98	Sandra DeAngelo	632 Brighton Ave	
MARCH 30/98	JACKIE WENMANN	635 BRIGHTON AVE	
March 30/98	Rick Reeves	639 Brighton	
March 30/98	GARY JOHNSTON	648 BRIGHTON	
March 30/98	DAVE JOHNSTON	648 BRIGHTON	
March 30/98	Bill Skinner	640 BRIGHTON	
MARCH 30/98	STEVE REPTON	660 BRIGHTON	
March 30/98	S Robichaud	663 Brighton	

Glover's Threaded Products Inc.

PETITION

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
MAR 30'98	TRACEY FERGUSON	667 BRIGHTON AVE * KEEP THE TRUCKS AWAY *	Tracy Ferguson
march 30/98	MARIA V. MEDEIROS	668 BRIGHTON AVE	Maria Medeiros
march 30/98	Doris Shachuk	672 Brighton ave	Doris Shachuk
march 30/98	Wayne Balder	679 Brighton	Wayne Balder
march 30/98	C ROSSINI	689 Brighton	C. Rossini
march 30/98	T. WASILCZKO	690 BRIGHTON	Tom Wasilczko
march 30/98	WILLIAM MILLS	699 BRIGHTON AVE	Wm Mills
march 30/98	Harlem Naturyclub	100 Glow Ave	M Naturyclub
march 30/98	Melody Aird	686 Brighton Ave.	M. Aird
march 30/98	WRIGHT	666 Brighton Ave	[illegible]
march 30	M. Swaine	607 Brighton Ave	M Swaine

Glover's Threaded Products Inc.

PETITION

PAGE 3

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
March 30/98	WAYNE STEWART	133 MEAD AVE	Wayne Stewart
March 30/98	Melanie Coward	635 Burgess Ave	Melanie Coward
March 30/98	LORRAINE FROUDE	631 BURGESS AVE	Lorraine Froude
MARCH 30/98	JANE NEWSON	627 BURGESS AVE	Jane Newson
MARCH 30/98	TERRY HILLMAN	623 BURGESS AVE	Terry Hillman
March 30/98	MARY McPHEE	619 BURGESS AVE	Mary McPhee
March 30/98	Tony Tobin	611 BURGESS AVE	
March 30/98	BRENDA PEDDLE	616 Burgess Ave	Brenda Peddle
March 30/98	Shirley Thorogood	632 Burgess Ave	Shirley Thorogood
March 30/98	REID BRETT	" "	Reid Brett
March 30/98	Lisa Lighthart	640 Burgess Ave.	Lisa Lighthart
March 30/98	Linda Helmer	644 Burgess Ave.	Linda Helmer
March 30/98	Mitchell	659 Burgess Ave.	Mitchell
March 30/98	A Albano	687 Burgess ave	A Albano
March 30/98	C. Johnson	693 Burgess Ave	C. Johnson
March 30/98	JOSEPH LEBLANC	678 BURGESS AVE	Joseph Leblanc
March 30/98	DIANE SMITH	674 BURGESS	Diane Smith
March 30/98	JOSE C HURCHILL	660 Burgess	Jose C Hurchill
March 30/98	TERRY LOCK	652 Burgess	Terry Lock
March 30/98	~~ED. PIKE~~ Don WEST	157 MEAD AVE.	Don West
MARCH 30/98	ED. PIKE	157 MEAD AVE	Ed. Pike
MAR 30/98	JOAN WEST	157 MEAD AVE	Joan West
March 30/98	YVAN ROBILLARD	187 MEAD AVE	Yvan Robillard
March 30/98	LINDA ROBILLARD	187 MEAD AVE	Linda Robillard
March 30/98	R. KELLY FIELD	205 MEAD AVE	R. Kelly Field
"	GEORGE BOOK	225 MEAD AVE	Geo Book

Glover's Threaded Products Inc.

PETITION

PAGE-4

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
March 30/98	Ruth Peake	229 Mead Ave	Ruth Peake
March 30/98			
March 30/98	Bruce Drover	218 MEAD AVE	Bruce Drover.
March 30/98	L. Walsh	204 Mead Ave.	L. Walsh.
March 30/98	Jacquie Sabbe	190 Mead Ave	Jsabbe.
March 30/98	M Holmes	180 Mead Ave	M Holmes
	L MILINKOV	160 Mead Ave	L. Milinkov

Glover's Threaded Products Inc.

PETITION

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
march 31/98	Pete Boyer	655 KNOX	Pete Boyer
March 31/98	M. Gilchrist	671 Knox	M. Gilchrist
March 31/98	J. Marcoux	673 Knox	J. Marcoux
Mar 31/98	E. FARQUHAR	680 Knox	E. Farquhar
march 31/98	Dennis Kelly	197 Mead	Dennis
March 31/98	M. NORRIS	224 MEAD	M. Norris
March 31/98	J BULLOCK	214 MEAD AVE	J Bullock
March 31/98	J. DONOVAN	194 MEAD AVE	J Donovan

Glover's Threaded Products Inc.

PETITION PAGE-6

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
March 31/98	E. CHEESEMAN	637 Dunn	54798SE
march 31/98	T FOUGERE	635 DUNN	
march 31/98	T LUCAS	254 Cape St.	
march 31/98	J. Fougere	635 Dunn. AVE	
march 31/98	MARIE COLEMAN	617. Dunn ave	
march 31/98	KEN McEWAN	618 DUNN AVE	
march 31/98	DOUG CHOLETTE	632 DUNN AVE	
march 31/98	HAINTERRY	640 DUNN AVE	
march 31/98	Jackie Labelle	602 Dunn Ave	
march 31/98	HARRIET BEALE	670 DUNN AVE	
march 31/98	Andy Fagione	674 Dunn Ave	
march 31/98		663 Dunn Ave	
march 31/98	JUNE & LAW	655 DUNN AVE	
march 31/98	IRENE PETCH	636 TATE AVE	
march 31/98	DUNN ARTHUR	636 TATE AVE	
march 31/98	Dianna DiBattista	624 Tate Ave	
march 31/98	Loretta Lucas	623 TATE AVE	
march 31/98	Marlene Zoskey	621 Tate Ave	
march 31/98	Julien JACK	633 TATE AVE	
march 31/98	J Whiteford	660 TATE AVE	
march 31/98	J. Farnham	1182 Seaside Rd.	
March 31/98	M. Hipkiss	618 Knox Ave	
March 31/98	R. Boyko	614 Knox Ave	
March 31/98	D McElroy	612 Knox ave.	
march 31/98	J RILEY	607 KNOX AVE	
march 31/98		611 KNOX AVE	

Glover's Threaded Products Inc.

PETITION PAGE - 7

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
march 31/98	SHARON HUNT	656 BURGESS	S. Hunt.
march 31/98	MARION MERCER	662 BURGESS	Marion Mercer
march 31/98	GEORGE MERCER	662 BURGESS	George Mercer
march 31/98	JOHANNE IPPERCIEL	2772 Burton St E.	Johanne Ipperciel
march 31/98	Irene Ipperciel	671 Burgess Ave	Irene Ipperciel
march 31/98	JEAN-CLAUDE IPPERCIEL	671 Burgess ave	
march 31/98	Laura McManus	673 Burgess Ave	Laura McManus
March 31/98	BONNIE DOWNER	689 Burgess Ave	Bonnie Downer
march 31/98	COLLEEN BOUTIN	696 BURGESS AVE.	Colleen Boutin
MARCH 31/98	FRED WHITWORTH	643 BURGESS AVE	Fred Whitworth
MARCH 31/98	JOANNE STYRES	639 BURGESS AVE.	J Styres.
march 31/98	SANDRA DIETRICH	615 BURGESS AVE	S Dietrich
March 31/98	Jennifer Tobin	611 BURGESS AVE	J. Tobin.
March 31/98	Cristy Laffrenier	611 Burgess Ave	C Laffrenier
MARCH 31/98	JAN TOBIN	611 BURGESS AVE	J Tobin
march 31/98	WAYNE DELL	674 KNOX AVE	W Dell
march 31/98	Ryan Parsons	628 Burgess Ave	Ryan Parsons
march 31/98	H Parsons	628 Burgess Ave	Henry Parsons
march 31/98	Nada gotic	162 Mead Ave	Nada gotic
march 31/98	Darlene Ireland	173 Mead Ave	D Ireland.
march 31/98	Edie Chappuk	626 Knox ave	E Chappuk
March 31/98	John Fulgerl	608 Knox Ave	John Fulgerl
MARCH 31/98	ALDA LANGLOIS	619 KNOX AVE	A Langlois
MARCH 31/98	ROGER LANGLOIS	619 KNOX AVE.	Roger Langlois
March 31/98	PAUL EXLEY	619 KNOX AVE	Paul Exley
	LESLIE GERRARD	625 KNOX Ave	L Gerrard

Glover's Threaded Products Inc.

PETITION PAGE-8

We, the undersigned residents, wish to state our displeasure with the purposed closing of Mead Avenue.

DATE	NAME	ADDRESS	SIGNATURE
Mar/31/98	D. Anlap	663 KNOX AVE.	D. Anlap
march 31/98	L. Savoie	667 Knox Ave.	L. Savoie
MARCH 31	RICK BARKER	678 KNOX AVE	Rick Barker
MARCH 31	MARG BARKER	678 KNOX AVE	Marg Barker

HAMILTON RADIATOR

1(a)(ii)

March 19, 1998

RECEIVED
MAR 2 5 1998

K. Christenson, Secretary
Transport and Environmental Committee
Office of the City Clerk
City Hall, 71 Main Street West
Hamilton, Ontario
L8W 3T4

Dear Ms. Christenson:

We object to the stop-up and close of Mead Avenue to vehicular traffic at a point 20 meters west of Brighton Avenue, east of Parkdale Avenue.

The reason for this objection is that our Mead Avenue entrance / exit is continually clogged with tractors and tractor trailers who pull on to Mead Street to get coffee from Tim Horton's and then have to turn around on our property.

The part that is closed now should be reopened and further closure and restriction should not take place. Therefor, please include us at Hamilton Radiator as a delegation to address the Transport and Environment Committee on Monday April 6, 1998. Thank you.

Yours truly

HAMILTON RADIATOR SERVICE LIMITED

Peter Janack,
per

Peter Janack,
Vice President, Finance

HAMILTON RADIATOR SERVICE LTD.
624 Parkdale Ave., N., P.O. Box 3760, Station "C" Hamilton, Ontario L8H 7N1 Tel. (905) 549-4181 Fax (905) 549-4254

786-110

IN THE NAME OF ALLAH THE MERCIFUL, THE BENEFICENT

I.S.I.J. of HAMILTON-RAZAVI ISLAMIC CENTRE

1(a)(iii)

President: Ramzan Manek
16 Spartan Ave.
Stoney Creek, Ont. L8E 4M7
Ph: (905) 664.1788

Centre: 95 Mead Ave.
Hamilton, Ont.
L8H 3T6
Ph: (905) 312-0508

FEB 28, 1998

Mr. Kevin Christenson, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall
71 Main St. West
Hamilton
L8N 3T4

Dear Mr. Christenson:

Re: Closing off Mead at Brighton Ave. East of Parkdale Avenue, Hamilton

This is in connection with the public notice that has appeared in the Spectator on Feb. 24th 1998. Pleased be advised that , I Ramzan Manek, the Co-ordinator for the owner of 95 Mead hereby make an application that I would like to appear at the committee on Monday 6th April 1998 at 9:30a.m.

Since the lands will be prejudicially affected by the proposed by-law changes, I be allowed to speak at the committee.

I would also request that this particular item be placed first on the agenda, so that I can speak early and be back to my work.

Thanking you,

Yours truly,

Ramzan Manek, Co-ordinator / Chairman

Tel: 905.546.4191 (Region Finance Dept.)

C.C:

Nasimco, owner 95 Mead Ave.

786-110

IN THE NAME OF ALLAH THE MERCIFUL, THE BENEFICENT

I.S.I.J. of HAMILTON - RAZAVI ISLAMIC CENTRE

President: RAMZAN MANEK,
16 SPARTAN AVE.
STONEY CREEK, ONT. L8E 4M7
Ph: (905) 664-1788

CENTRE: 95 MEAD AVE.
HAMILTON, ONT.
L8H 3T6
Ph: (905)312-0508

March 13th, 1998

Mr. Kevin Christensen, Secretary
Transport and Enviroment Committee
Office of the City Clerk
City Hall
71, Main East
Hamilton, Ont. L8N 3T4

Dear Mr. Christensen:

Re: Closing of Mead at Brighton, East of Parkdale, Hamilton

Further to my letter to you dated February 28th, 1998, I am enclosing my report which I would request you to attach with the Agenda for the meeting of April 6th, 1998. This would also help the members of the committee to know the facts before the start of the meeting.

As indicated to your earlier, I will be present at the meeting to address the members with the concerns we have with the closure.

Thanking you for your attention to this matter.

Yours truly,

Ramzan Manek,
Co-ordinator/Chairman
Tele: 546-4191, (Region's Finance Dept.)

c.c. NASIMCO (owners)
Super centre postal outlet
P.O.Box 76559
Markham, Ontario. L3R 0N5

786-110

IN THE NAME OF ALLAH THE MERCIFUL, THE BENEFICENT

I.S.I.J. of HAMILTON - RAZAVI ISLAMIC CENTRE

President: RAMZAN MANEK,
16 SPARTAN AVE.
STONEY CREEK, ONT. L8E 4M7
Ph: (905) 664-1788

CENTRE: 95 MEAD AVE.
HAMILTON, ONT.
L8H 3T6
Ph: (905)312-0508

March 11th, 1998

REPORT

Ald. Chad Collins, Chairman, T & E Committee
Ald. Dave Wilson
Ald. Geraldine Copps

Gentlemen/Madam:

Re: Closing of Mead -west of Brighton and east of Parkdale, Hamilton

With the public notice that has appeared in the Hamilton Spectator of February 24th, 1998 and the proposed By-law that the City of Hamilton is proposing to approve at its meeting of April 6th, 1998, we have to state the following:

As the owner of the property on Mead Avenue, being number 95 (which is our worship place,Mosque), is a matter of concern to us and will be affected by the proposed closure. Mead at Brighton has been a problem for years and will continue to be so. But we are willing to co-operate with the City in the best manner possible to help solve the problem.

Back in 1994, a Jersey barrier was placed at the end of our property line, accross to the other side of the road at 647, Brighton Avenue. This caused a lot of problems for us at 95, Mead Avenue (refer to our letter dated March 6/96 to Ald. Wilson, attached hereto). As a result of this letter, the Jersey barrier was removed sometime in 1996 and an island barrier was placed at the intersection of Mead and Brighton. But, it seems that has not worked either, with vehicles ignoring the signs and driving over the property of the owner at 647, Brighton.

With the proposed by-law and placing the Jersey barrier back again at the end of our property line, approximately 20 metre west of Brighton and east of Parkdale will stop traffic going through pass Brighton, but will cause problem for us, which we had encountered back in 1995. Heavy trucks and other vehicles when entering from Parkdale to go to Brighton, finding street closed, will make turns in front of our property, damaging the two gates on either side of our property, patio stones in the front of the building and the lawn area. A fence with the spindles was erected in front of our building to protect the patio stones but was damaged with vehicles backing up to turn away from Brighton.

cont'd page 2

We, therefore want assurance and the directives from this Council to provide protection for our property as well,as outlined below. Especially, directives to the City's Public Works, is very important.

1. That the snow plow must come up to the barrier and clear the snow to allow access to our vehicles in to our parking lot.

2. That garbage is picked up every week. I do not have to call or visit the Public Works yard almost every week to remind them of their duty.

3. That a Delineator be placed in front of our building and the right side of the gate(unused at present) so that the vehicles turning back do not hit the gate and damage the patio stones in front of the building. (see photos taken by Traffic Dept back in 1996).

4. That large stones be placed between grass area to the side walk beside the Delineator. The reason being small vehicles and motor-bykes try to go thru over the side-walk to the other side of the placed Delineator.

4. That enough signs and night reflectors are placed to warn the traffic that the road is closed ahead and open to local access only. (see attached diagram to place signs).
Early warning signs will prevent trucks from entering Mead off Parkdale.

5. That the Police dept. be requested to have a police cruiser drive up to the barrier on their regular patrolling. This will help in vandalism not occurring.

6. That the Traffic Dept. be requested to remove " No Parking " signs across our building on the other side of the road, to allow parking for our vehicles, if required.

7. That an Ad be placed in the Hamilton Spactator to warn traffic that Mead to Brighton is for local access only.

We have suffered enough damages in the past and seek your co-operation now so that this does not happen again.

Thanking you for your attention to this matter.

Yours truly,

Ramzan Manek, Co-ordinator/ Chairman
(905-546-4191, Region's Finance Dept.)

c.c.

c.c. Mr. Geoff Aston, Dir. Programming/Development
Mr. Martin Hazell, Manager of Community Traffic Service
Mr. Brian Malone, Snr. Traffic Opr. Engineer ATTN: Ted Arnold
Mr. Jim Clairmont, Road Programming Technician
Mr. Reg Meirs, Operations Engineer, Public Works.
Nasimco, (Owners)Super centre Outlet, Box 76559, Markham,L3R 0N5



SIGNS BE PLACED (LARGE AND VISIBLE) ON

(1) BURLINGTON TO MEAD ON PARKDALE
(2) BRAMPTON TO MEAD ON PARKDALE
(3) ENTRANCE OF MEAD AT PARKDALE

DIAGRAM # 4

North Side of Road, West of Brighton







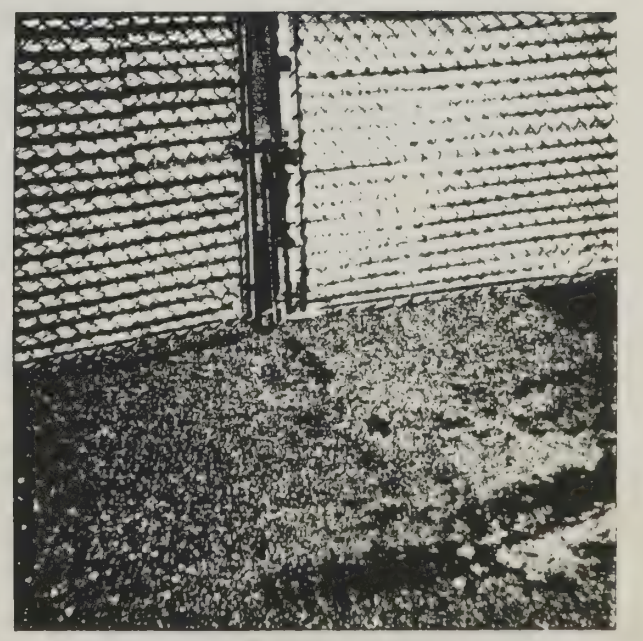


Photo Mar 6, 1992

786-110

IN THE NAME OF ALLAH THE MERCIFUL, THE BENEFICENT

I.S.I.J. of HAMILTON-RAZAVI ISLAMIC CENTRE

President: Ramzan Manek 16 Spartan Ave. Stoney Creek, Ont. L8E 4M7 Ph: (905) 664.1788
Centre: 95 Mead Ave. Hamilton, Ont. L8H 3T6 Ph: (905) 312-0508

Alderman Dave Wilson
City Hall

March 4, 1996

Dear Mr. Wilson:

Re: JERSEY BARRIER IN FRONT OF 95 MEAD AVE.

Over a year has passed by since the Jersey Barrier was placed on Mead Ave. at #95 which is our worship place (Mosque). Apart from various neighbours who wants this Barrier removed, I am also asking the same be removed as soon as possible.

My reasons are:

1. This year, with three snow falls that we had, the snowplow did the other side of 95 Mead where the houses are. But on coming from Parkdale, the snow plow came as far as as #84 Mead and did not clear the snow in front of our Mosque. On two occasions I had to pay a private snow plower $25.00 each time to clear the area so that our members could come in for services. On one occasion, I had to call to City Hall so that a snow plow was sent in time so that our services could begin.

2. Garbage which is normally picked up on Friday, is picked up on the other side of the barrier but the garbage men would not walk a few steps to pick up the garbage in front of 95 Mead Ave. Sometimes it stays until Saturday and it is either picked up by the foreman or one of our members would take it home to place it with the house garbage.

3. There has been various vandalism to our Mosque. Mostly teenagers are taking advantage of the area being quiet in the night and with no traffic passing by have been breaking windows, and storm door glass. Also removed the security light attached outside. Twice damaged the tool shed behind the Mosque Building and ramshacked the shed. I had reported this matter to the Police and since the barrier is there, Police cruisers are not driving in the area and do not even come up to the barrier.

4. Trucks and mini vans normally come up to the Barrier and then try to turn back and most of the time drive over patio stones in the front of our Mosque, broke the fence and damaged the gate to our parking area.

I may remind you that #95 is not an unoccupied building but is our worship place (Mosque) and our services are held normally twice a week.

Once the Jersey Barrier is removed, traffic will flow thru and we will not be facing the problems outlined above.

I am therefore requesting that along with appeal from various homeowners, this Jersey Barrier be REMOVED forthwith and without any delay. Thank you for your attention to this matter.

Yours Truly,

Ramzan Manek, President

C.C.

Mayor Bob Morrow, City Hall

Brian Malone, Traffic

Reg. Meirs, Envi / Transportation

ATTN
MR. KRISTENSEN

NASIMCO

Organization of North American
Shia Ithnaasheri Muslim Communities
Super Centre Postal Outlet
Box 76559
Markham, Ontario
Canada L3R 0N5

Phone: (905)470-9506
FAX : (905)470-8712

March 27, 1998

To: Transport and Environment Committee
Office of the City Clerk
City of Hamilton
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

From: NASIMCO Secretariat

Re: Closure of Mead Avenue, west of Brighton Avenue east of Parkdale Avenue

Reference your Public Notice on the above, you are aware that we are grossly and adversely affected and inconvenienced on our property on 95 Mead Avenue as conveyed to you in the letter dated March 11, 1998 from our Representative, Mr. Ramzan Manek of the City of Hamilton who will also represent us at your hearing.

We have conveyed our detailed representation on the subject and the inconvenience being experienced by us for all this time which would further continue and aggravated by the proposed By-law. Inview of this and the facts known to you, we are confident, the matter will be resolved and finalized with no barrier and hardship to us. Thanking you.

Yours truly,

Ahmed H. Bhalloo
President

c.c. Mr. Ramzan Manek
Coordinator, NASIMCO
Razavi Islamic Centre
95 Mead Avenue
Hamilton, Ontario L8H 3T6

905-546-2527 REG. FINANCE 071 P01 APR 02 '98 10:48

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 2
S610-03 06-6682 K.M. Lau

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: City Sale of Part of the Closed East/West Alley South of #73 East 19th Street and the North/South Alley to the North Limit of #57 East 19th Street (R-98-16)

RECOMMENDATION:

a) That the By-law to sell portions of closed alley adjacent to:

57 East 19th Street	Part 10 Plan 62R-13947
61 East 19th Street	Part 9 Plan 62R-13947
65 East 19th Street	Part 8 Plan 62R-13947
69 East 19th Street	Part 7 Plan 62R-13947
71 East 19th Street	Part 6 Plan 62R-13947
73 East 19th Street	Parts 4 & 5 Plan 62R-13947
75 East 19th Street	Part 3 Plan 62R-13947
376 Upper Wentworth Street	Part 11 Plan 62R-13947
380 Upper Wentworth Street	Part 12 Plan 62R-13947
388 Upper Wentworth Street	Part 13 Plan 62R-13947
392 Upper Wentworth Street	Part 14 Plan 62R-13947
394 Upper Wentworth Street	Part 15 Plan 62R-13947
396 Upper Wentworth Street	Part 16 Plan 62R-13947
398 Upper Wentworth Street	Part 17 Plan 62R-13947
400 Upper Wentworth Street	Parts 1 & 18 Plan 62R-13947
402 Upper Wentworth Street	Part 2 Plan 62R-13947

be prepared to the satisfaction of the City Solicitor and be enacted by Council.

(cont'd pg 2)

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City Council at its meeting on 1995 April 11, adopted Item #2 of the 5th Report of the Transport and Environment Committee to authorize the closure and sale of the above noted alley to adjacent owners.

The City Council at its meeting on 1998 January 27, adopted Item #20 of the 2nd Report of the Transport and Environment Committee to sell the above noted alley to adjacent owners for a sum of $2.00 each.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject properties. Therefore, it is necessary to pass this By-law in order to complete the sale.

KML/GM:sk
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, City Clerk's Department

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 25
File No. TEC-105-98 / Author: R. Meiers/H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Proposed Alteration of Ferguson Avenue North between King Street East and King William Street

RECOMMENDATION:

(a) That City Council enact the attached By-law to alter the roadway of Ferguson Avenue North between King Street East and King William Street by narrowing the pavement from the existing width which varies from 13.7 metres to 14.2 metres to a width of 6.25 metres; and,

(b) That southbound traffic flow on Ferguson Avenue North between King Street East and King William Street be restricted to bicycles; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

F/A

BACKGROUND:

The proposed alteration of Ferguson Avenue was approved by City Council on March 10, 1998, in adopting Item 21 of the 5th Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of The Municipal Act.

The revised design will have widened sidewalks and a narrowed roadway to provide more pedestrian and activity space adjacent to Ferguson Avenue. The narrowed roadway will allow for motorized and non-motorized traffic northbound, but only bicycle travel southbound. As such, it is necessary to amend the Traffic By-law accordingly.

RPM/HLS/rb/klk
Attach.

3 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 31

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Collection of Bulk Garbage, Five Year Term Ending 2002 (PW98.1102)

RECOMMENDATION:

a) That a Purchase Order be issued to Premier Waste Systems Limited in the amount of $0.549 per apartment unit per month, plus G.S.T., for a five year term, being the lowest of six proposals received for the Collection of Compacted Garbage from Apartment Buildings in accordance with the specifications issued by the Purchasing Division, Treasury Department and the Vendor's proposal;

b) That a contract be entered into satisfactory to the City Solicitor;

c) That, subject to (b) above, the Contract start date be Monday, June 1, 1998; and

d) That this expenditure be financed through Garbage Collection Account CH 56320 60301.

e) That the estimated savings of $40,000 (including applicable taxes) be a component of the Departmental 1998 current budget reductions, recognizing a one year transition to achieve full savings.

f) That it be recognized that this five (5) year contract contains an escalation clause that is tied to the Consumer Price Index (All Items, Not Seasonally Adjusted) and that small increases may be required annually in year 2000 and beyond.

D Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of this five year contract is $0.549 per apartment unit per month in the first year plus G.S.T. for a total first year cost for this contract of $183,807. The unit price is adjusted for each subsequent year of the Contract in accordance with the Consumer Price Index, All Items, Not Seasonally Adjusted.

This recommendation represents a cost savings of $40,000 per year over current costs. Savings in 1998 will total a reduced amount of $30,000, based upon the new contract start date being part way through the 1998 fiscal year.

BACKGROUND:

For many years now, the City of Hamilton has hired Contractors to pick up compacted waste from apartment buildings with working compaction units.

The Vendor with the low tendered price, Premier Waste Systems Ltd., has been interviewed by representatives from Purchasing as well as Public Works and Traffic and staff are convinced that this company can do the work in accordance with the City's specifications. There were four acceptable bids:

Tender Analysis	Price per unit per month
Premier Waste Systems Ltd.	$0.549
WMI Waste Management of Halton	$0.670
J.W. Sheldrick Sanitation Limited	$0.750
Browning-Ferris Industries Limited	$1.340
Unacceptable Bids	
Aim Waste Management Incorporated	Bonding Arrangements Not As Required
Canadian Waste Services Inc.	Bonding Arrangements Not As Required

DH/CFE/

c.c. Law Department
Accounts Payable

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 31

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **User Fee for Driveway Approach Ramp Installations**

RECOMMENDATION:

(a) That the user fee for driveway approach ramp installations and repairs provided by the Public Works and Traffic Department be raised from the existing rate of $32.29 per square metre established in 1981 to $99.33 per square metre effective for all estimates given from April 15, 1998; and,

(b) That the increased user fee revenues be a component in the 1998 Departmental current budget reductions, recognizing a one year transition for project commitments previously given at the lower per square metre rate.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The current rate for driveway approach ramp installations, widenings and repairs is $32.29 per square metre. This amount was set in 1981 and is charged for infill installations of new approaches, for approach widenings and for homeowner requested aesthetic repairs.

The amount of $32.29 per square metre is subsidized as true costs are in the order of $99.33 per square metre.

On February 24, 1998 City Council approved a rate of $149.00 per linear metre for combined sidewalk and curb for local improvement construction. This rate was established based upon 1997 actual costs as averaged through various construction contracts. This cost represents the "going rate" for work very similar to driveway approaches with less hand forming required and with the benefit of certain economies of scale beyond those achievable through single driveway approach projects.

The $149.00 per linear metre is based upon a width of 1.5m and translates to $99.33 per square metre.

Over a full year, additional user fees are anticipated in the order of $200,000.

This amount will be less in 1998 as 105 prior commitments for approach ramps at the $32.29 per square metre rate have already been made.

The transitional cost of constructing these approaches at the previous $32.29 per square metre rate is approximately $60,000.00.

BACKGROUND:

A relevant section of the City of Hamilton Streets By-Law reads as follows:

> (8) A vehicle approach ramp may be constructed as an independent installation by the City upon specifications of the Commissioner of Engineering and to his satisfaction,
>
> (a) in the case of ramps not more than twenty feet in width for single-family dwellings or two-family dwellings, after application in writing to the Director of Public Works;
>
> (b) in the case of any other ramps, after application in writing to the Traffic Commissioner,
>
> upon payment by the applicant of any money as a charge for its construction as the City may approve, based on the average cost per square foot of construction of vehicle approach ramps independently constructed during the preceding calendar year. By-laws Nos. 71-326, S.1; 81-127, S.4; 82-153, S.6, S.7(1), S.8(1).

In 1997 all approach ramp work was isolated into a separate activity account to evaluate current costs. As the By-law permits updating of the charge for construction it is recommended that the fee be raised to $9.23 per square foot or $99.33 per square metre.

The current practice for cost estimate preparation for driveway approaches is as follows:

There is no charge to the property owner for approach ramp reconstruction including widenings when combined sidewalk approaches are being reconstructed as the City walk is being replaced through sidewalk and road and sidewalk reconstruction.

There is no charge for independent approach ramp reconstruction during a full road and sidewalk reconstruction project.

There is a charge when a new approach ramp is constructed for infill situations.

There is a charge for approach ramp widenings when not part of an overall sidewalk or road and sidewalk project as noted above.

There may be a cost sharing for the combined sidewalk and ramp when there are damages to the pedestrian portion such as cracks, heaving, spalling, when these defects have a detrimental affect upon the pedestrian use of the walk. Normally this portion of the project would be covered by the City through sidewalk reconstruction funding. It is important to note that defects which have not caused an impediment to pedestrian use and are aesthetic in nature have not been considered as warrants for cost sharing and defects caused by vehicular use of the ramp, for example during reconstruction of the residence caused by heavy equipment are not eligible for cost sharing.

When cost estimates for approaches are given, owners are informed that they are valid for a period of one year. All those with prior estimates at the lower rate will be advised in writing of the rate changes allowing them to choose whether or not to proceed while their estimates are valid.

CFE/rb

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 23
File No. TEC-104-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Enactment of Municipal Parking Facility By-law

RECOMMENDATION:

That a by-law be enacted to authorize the operation, management and regulation of Municipal Parking Facilities by the Department of Public Works and Traffic.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Council, in adopting Item 12 of the SEVENTH Report of the Finance and Administration Committee, at its meeting held on 1998 March 10, resolved to eliminate the Hamilton Parking Authority Board and delegate such operational and administrative responsibilities as are associated with the management of municipal parking facilities to the Department of Public Works and Traffic. It is, therefore, appropriate to enact a City by-law respecting the construction, maintenance, operation, management and regulation of municipal parking facilities, to provide the Department with the legislated authority to perform the required work.

The proposed by-law is virtually identical to the Hamilton Parking Authority By-law No. 42, but introduces certain revisions to address operational necessities and bring the legislation up to date. Such revisions include:

(a) provisions authorizing the Commissioner of Public Works and Traffic to manage the operation, including the authority to issue and revoke parking permits, set parking fees, remove obstructions and install meters and other devices regulating parking and traffic;

(b) provisions prohibiting the commission of certain offences, including leaving a vehicle running while unattended, performing non-emergency repairs on a vehicle in a municipal parking facility, parking in a designated Disabled Person Parking Space without a permit, and the unauthorized placing or leaving of signs, debris or obstructions; and,

(c) provisions to establish set fines for certain offences including unauthorized overnight parking, the unauthorized parking of heavy vehicles, and parking in a manner which impedes the lawful use of the car park by other persons.

The aforesaid revisions are intended to facilitate the transition of authority and responsibility from the Hamilton Parking Authority to the Department of Public Works and Traffic and to address minor deficiencies intrinsic to the Hamilton Parking Authority By-law. None of these revisions will require the expenditure of additional funds or necessitate an increase in staffing levels. Enactment of the subject By-law will permit the Department to manage and maintain off-street parking facilities, formerly under the jurisdiction of the Hamilton Parking Authority, while minimizing any disruption of services to the public.

CVB/MBH

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 2
T103-50 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Moratorium on Encroachment Fees, Downtown Core, Hamilton

(R-98-15)

RECOMMENDATION:

That the Commissioner of Transportation and the City Treasurer be authorized and directed to refund, where already paid, and to otherwise exempt all fees, except for the $50 registration fee, for active encroachments and outdoor patio cafe agreements within the downtown core of Hamilton bounded by Hunter Street, Cannon Street, Queen Street and Victoria Avenue whose applications are received between 1998 January 1 and 1999 September 1.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

cont'd...

Downtown Hamilton Encroachment Fees
Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City currently has seven outdoor cafes and two advertent encroachments upon City road allowances within the downtown core boundary limits. Most of the cafes are situated on the Hess Street South road allowance. The seven cafes and two encroachments generate an annual revenue of $3,250.51. This loss of revenue must therefore be absorbed within the general revenues of the City.

BACKGROUND:

A request has been received from the Board of Management of the Downtown Hamilton Business Improvement Area (BIA) and the International Village Business Improvement Area (BIA) for a two year exemption from all fees, associated with advertent encroachments and outdoor boulevard cafe agreements within the downtown core of Hamilton.

An advertent encroachment cost consists of an initial fee of $216 for processing and administration; annual fees are established though a percentage of market value for the land encroached upon. An Outdoor Boulevard Cafe application initial application fee is $1073, and an annual fee based on 6/12 of 10% of the land encroached upon. Awnings and canopies require an annual fee of 10% of land value cost with a minimum of $32. In each case, however, there is a $50 fee charged to the applicant to cover the Province's fee to register the documents on title. The $50 fee will remain a responsibility of the applicant.

The Treasury Department has advised that an expected revenue loss per year from this proposal will be $2,964.11 for existing outdoor boulevard cafes and $286.40 for other existing encroachments. These costs pertain to two existing advertent encroachments and seven existing patio cafes. At this time, the anticipated future revenue loss for new agreements is expected to be minimal.

The applicants believe that the current fee structure acts as a disincentive to businesses that may otherwise invest in the revitalization of the "Downtown Core". Council acknowledging the static climate, has undertaken a number of key initiatives to encourage new development and redevelopment activity in the downtown area.

cont'd...

Downtown Hamilton Encroachment Fees
Cont'd...

At meetings held on 1996 May 16 and 1996 August 27, Council approved a three year exemption expiring 1999 September 1, for development charges, a 5% land dedication for new residential development, building permit fees and parking requirements in the downtown core bounded by Hunter Street, Cannon Street, Queen Street, and Victoria Avenue, for 1998 and 1999.

In keeping with the City's policy of exempting the downtown area from the payment of fees until 1999 September 1, the request from the two BIA's can be supported.

JKC:
cc: Mayor, R. Morrow
cc: Alderman, A. Horwath
cc: Alderman, R. Corsini
cc: A. Ross, Treasurer
cc: D. Arnott, Treasury Department

4.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Philip Enterprises Inc.**
799 - 800 Parkdale Avenue North
Application for an Amendment to Certificate of Approval No. A100145 for a Waste Disposal Site (Processing)

DATE: 1998 February 26

Attached is a copy of Section 21 of the Fourth Report of the Transport and Environment Committee for 1998 which was referred back to the Transport and Environment Committee by City Council at its meeting held 1998 February 25.

JJS/mjw

Attachment

c. J. G. Pavelka
Chief Administrative Officer

Victor Abraham
Director of Planning and Development

Frank J. E. Zechner, Legal Counsel and Director, Regulatory Affairs
Philip Services
P.O. Box 423, LCD 1
Hamilton, ON L8L 7W2

Sub-joined is a copy of Section 21 of the Fourth Report of the Transport and Environment Committee for 1998 which was referred back to the Transport and Environment Committee by City Council at its meeting held 1998 February 25.

"(a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton objects to the arbitrary actions undertaken by the Ministry by issuing an Amendment to Certificate of Approval No. A100145, Philip Enterprises Inc., 799-800 Parkdale Avenue North, Industrial Sector "G" & "J", without the receipt of formal comments from the City of Hamilton; and,

(b) That the Ministry of the Environment, West Central Branch be requested to rescind Certificate of Approval No. A100145 until the following conditions are satisfied to ensure compliance with City of Hamilton concerns:

(i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at No. 800 Parkdale Avenue North recognizing the prevailing industrial use; and,

(ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated 1997 November 27, regarding extension of a hydrant system into the salvage portion of the property; and,

(iii) compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids, as noted in correspondence from the Hamilton Fire Department dated 1997 October 24; and,

(iv) a copy of the "Emergency Response Plan" is forwarded to the Hamilton Fire Department; and,

(v) an examination by the Ministry of the Environment of the possible negative environmental impacts with respect to a fire at this site resulting from chemical contaminants being washed into local water sources and/or down into the water table from fire fighting water; and

(vi) that the proponent be advised that the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for "Open Space" spaces; and,

(c) That a copy of this report be forwarded to the Ministry of the Environment, West Central Branch for their immediate action; and,

(d) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

(e) That the Ministry of the Environment, West Central Region be requested to forward a copy of the rescinded Certificate of Approval to the City of Hamilton."

CITY OF HAMILTON

- INFORMATION -

DATE: 1998 March 31st
(ENV-MOECOA-97-04)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: Status Update - 799-800 Parkdale Avenue North
Application for an Amendment to Certificate of Approval
No. A100145 for a Waste Disposal Site (Processing)
Philip Enterprises Inc.

BACKGROUND:

The Transport and Environment Committee initially dealt with this matter at its meeting held February 16, 1998. The staff report contained two central recommendations. The first being the City expressing its concern to the MOE for issuing the amendment to the Certificate of Approval without the receipt of formal City comments. The second recommendation noted that several City Departments had identified a number of specific concerns with the application that should be satisfied.

On February 23, 1998, the Chief Administrative Officer wrote to the Transport and Environment Committee advising "that the information was not as up to date as it should have been" therefore the Committee should consider referring this item back.

On Tuesday, February 24, 1998, City Council did refer this item back to Committee.

Discussion

A. **Processing of Certificates of Approval**

The matter of MOE issuing the amendment to the Certificate of Approval without the receipt of formal City comments has been raised with MOE staff by City staff. It appears at the time the amendment to the Certificate of Approval was issued, December 23, 1997, MOE staff believed this amendment was of a technical nature and were under the impression that the City would not be submitting formal comments. In addition, because of considerable staff movement within the West Central Branch, there was a desire to deal with outstanding work matters prior to the Christmas break.

To compound the above circumstances, there was also confusion between City and Regional staff, as the responsibilities for receiving Certificates of Approval was in the process of being transferred from the Region to the City.

In fact the MOE had written to the City of Hamilton requesting response within a 5 day period and this request was faxed over to the Regional staff for response. Then because the time to respond expired, the MOE assumed that there would be no response from the City and proceeded to issue an amendment to the Certificate of Approval.

Conclusion on Processing of Certificates of Approval

Based on the foregoing, it would be appropriate for the Secretary of the Transport and Environment Committee to formally liaise with the Ministry of the Environment and indicate to the Ministry that at all times the City of Hamilton will prepare and submit formal comments for their consideration on new Certificates of Approval and/or amendments to existing Certificates of Approval.

B. **Philip Services Corporation**
Amendment to Certificate of Approval No. A100145
for a Waste Disposal Site (Processing)

On February 20, 1998, staff from the Planning and Development Department met with representatives from Philip Services Corp. ("Philips") to discuss the outstanding City concerns in regard to their application for an amendment to Certificate of Approval No. A100145. At this meeting, additional information and clarification were provided in response to the various City concerns. As a result, the recommendations to be brought forward at City Council on February 25, 1998 were referred back to the Transport and Environment Committee. This referral would allow City staff from several departments and Philips representatives more opportunity to address and resolve the City concerns.

A further meeting was held on March 10, 1998 with representatives from Philips, Planning and Development Department staff and Fire Department staff in attendance. The purpose of the meeting was to address the two remaining City concerns, both of which originated from the Fire Department.

After this meeting, Philip Services Corporation committed to address both the outstanding City concerns:

i) submission of an emergency response plan; and,

ii) compliance with Part 4 of the Ontario Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids.

City's staff review of the other following two requirements confirmed that neither were required or had been satisfied at this time for the amendment to the Certificate of Approval No. A100145 to proceed:

i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at 800 Parkdale Avenue North recognizing the prevailing industrial use; and,

ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated November 27, 1997 regarding extension of a hydrant system into the salvage portion of the property.

Conclusion of Philip Services Corporation Request for an Amendment to Certificate of Approval

As soon as the Fire Department confirms their two specific concerns have been satisfied, a further information report will be prepared to update the Committee on this matter.

As well, staff has also concluded that it is most appropriate to always invite representatives of the proponent for new Certificates of Approval and/or amendments to existing Certificates of Approval to be in attendance at the Transport and Environment Committee when the application is being discussed.

KE\JGP

c. W. Shoemaker
Fire Chief

OFFICE OF THE CHIEF ADMINISTRATIVE OFFICE

MEMORANDUM

****

TO: Alderman C. Collins
Chairman
Transport and Environment Committee

FROM: J.G. Pavelka, P. Eng.
Chief Administrative Officer

OUR FILE:

SUBJECT: **City Council Agenda**
Tuesday, February 24, 1998
Item #21 - Certificate of Approval No. A100145

DATE: 1998 February 23

On Tuesday, February 24, 1998 when City Council deals with Item #21 - Certificate of Approval, because more up to date information has come to staff's attention, as Chairman of Transport and Environment, please consider referring this item back to the Committee.

More specifically, the applicant has been in touch with staff and confirmed that many of the apparently outstanding issues have been resolved or acted upon. Consequently, the information in the staff report was not as up to date as it should have been, therefore, the Committee dealt with this with less than complete information.

I have met with the Director of Planning and Development and he and I are of the opinion that the Committee should consider rehearing this matter with the most up to date information.

I apologize for this inconvenience to your Committee. However, as inconvenient as this reconsideration may be, it would be even more embarrassing for Council to approve the recommendation based on incomplete information.

J.G. Pavelka

JGP:sma

c.c. Members, Transport and Environment Committee
c.c. V. Abraham, Director of Planning and Development

CI

- RE

DATE: 1998 January 30
(ENV-MOECOA-97-04)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. V.J. Abraham, M.C.I.P., R.P.P.
Director of Planning and Development

Mr. J.G. Pavelka, P.Eng
Chief Administrative Officer

SUBJECT: 799-800 Parkdale Avenue North/Industrial Sector "G" & "J"
Application for an Amendment to Certificate of Approval
No. A100145 for a Waste Disposal Site (Processing)
Philip Enterprises Inc.

RECOMMENDATIONS:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton objects to the arbitrary actions undertaken by the Ministry by issuing an Amendment to Certificate of Approval No. A100145 without the receipt of formal comments from the City of Hamilton;

b) That the MOE West Central Branch be requested to rescind Certificate of Approval No. A100145 until the following conditions are satisfied to ensure compliance with City of Hamilton concerns:

i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at 800 Parkdale Avenue North recognizing the prevailing industrial use;

ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated November 27, 1997 regarding extension of a hydrant system into the salvage portion of the property (attached as Appendix "A");

iii) compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids, as noted in correspondence from the Hamilton Fire Department dated October 24, 1997 (attached as Appendix "B");

iv) a copy of the "Emergency Response Plan" is forwarded to the Hamilton Fire Department;

v) an examination by the Ministry of the Environment of the possible negative environmental impacts with respect to a fire at this site resulting from chemical contaminants being washed into local water sources and/or down into the water table from fire fighting water; and

vi) that the proponent be advised that the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for "Open Space" spaces.

c) That a copy of this report be forwarded to the MOE West Central Branch for their immediate action;

d) That a copy of this report be forwarded to the Commissioner of the Regional Environment Department for information; and,

e) That the MOE West Central Region be requested to forward a copy of the rescinded Certificate of Approval to the City of Hamilton.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A "Certificate of Approval" is a legal requirement of the Ontario Ministry of the Environment for corporations and municipalities wishing to operate a Waste Disposal Site in the Province of Ontario. As part of their review process, the MOE requests affected municipalities to provide comments on the Certificate of Approval application. The MOE then makes a decision on the application on the basis of the comments received in addition to various technical and environmental considerations. Comments from both the City of Hamilton and the Region of Hamilton-Wentworth on specific Certificate of Approval applications are forwarded to the MOE.

The West Central Region of the MOE had received an application from Philip Enterprises Inc to amend its Provisional Certificate of Approval No. A100145 for a Waste Disposal Site (Processing) at 799-800 Parkdale Avenue North (see attached key map). "The Parkdale Waste Processing Facility" is used to recycle primarily commercial, industrial and institutional wastes. The facility receives, processes and ships many types of hazardous and non-hazardous wastes to recover materials for recycling or reuse.

The application was to reduce the size of the property currently licensed through MOE Certificate of Approval No. A100145 from 21.4 acres to 14.1 acres. The remaining 7.7 acre portion of the property was being dedicated to an "auto shredder" operation. The applicant had indicated that waste management activities would no longer be performed on the 7.7 acre parcel containing the auto shredder operation. The Ministry of the Environment has indicated that this "auto shredder" activity does not fall within their purview of a "Waste Disposal Site".

On December 23, 1997, the Ministry of Environment issued a "Notice of Amendment #1 to Provisional Certificate of Approval No. A100145" which approved the request of the applicant to reduce the size of the property currently licensed from 21.4 acres to 14.1 acres. This action was undertaken without the receipt of comments from both the City of Hamilton and the Region of Hamilton-Wentworth on the proposal. The usual procedure for the Ministry is to await the receipt of municipal comments and consider these comments in the overall evaluation of the proposed Certificate of Approval. It is not clear why Ministry of the Environment staff undertook this arbitrary action.

COMMENTS FROM MUNICIPAL DEPARTMENTS:

The application was circulated to City Departments and Regional Departments for comment. The comments received are as follows:

City - Department of Public Works and Traffic

"Please be advised that the Department of Public Works and Traffic has no comment respecting the subject application."

City - Building Department

"Please be advised of the following:

1. The lands to the west of Parkdale Avenue North are recognized as municipal #799 and the lands to the east of Parkdale Avenue North are recognized as municipal #800. It is therefore understood that Provisional Certificate of Approval A100145 will now only apply to 800 Parkdale Avenue North, while the auto shredder operation located at 799 Parkdale Avenue North is to be excluded from same Certificate of Approval.

2. Both 799 and 800 Parkdale Avenue North are located in a "K" District.

3. It appears the proposed auto shredder at 799 Parkdale Avenue North is to be built to encroach well over the westerly lot line.

4. The recognized industrial use at 800 Parkdale Avenue North requires six (6) loading spaces at 3.0m x 7.5m x 4.3m (high) to be provided for on site.

5. If the intention of this application is to create two separate parcels of land, then a land severance application is required."

City - Fire Department

"Our department has no objections to the proposed amendment provided the following requirements are complied with:

1. Compliance with the attached Notice of Violation regarding extension of a hydrant system into the salvage yard portion of the property.

2. Compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids (as reference in the attached correspondence dated October 24, 1997 to Philip Environmental Services Corporation).

(Copies attached as Appendix "A" and Appendix "B".)

The contents of our file indicate in the original Certificate of Approval for this site that there are no storm or sanitary sewers servicing the site and that all floor drains within the building have been plugged. There is also reference to an Emergency Response Plan for this site in the event of a spill. Be advised that our department does not have a copy of this Emergency Response Plan as required by the previously issued certificate. It should also be noted that in the event of a fire at the premises involving flammable and combustible liquids, use of fire fighting water could have a detrimental effect on the environment. Chemical contaminants could be washed into local water sources and/or down into the water table in the immediate vicinity of the fire. Also many of the components of the smoke generated by a fire involving combustible and flammable liquids could be carcinogenic and present health concerns for occupants in the vicinity of such a fire. The City of Hamilton may wish to consider obtaining some environmental expertise concerning the possible negative environmental impacts referenced with respect to a fire at this site before commenting to the Ministry of Environment and Energy on this application."

City - Planning and Development Department

The lands are situated in Industrial Sector "J" and "H" at the northern end of Parkdale Avenue North in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed reduction in the size of the property subject to Certificate of Approval No. A100145 on the subject lands does not conflict with the Hamilton Official Plan, provided all Provincial statutes and regulations in these matters are not contravened by the applicant.

On September 24, 1997, the Planning and Development Committee directed that lands formerly designated as "Special Policy Area - Windermere Basin" be redesignated to "Open Space". It is anticipated that a formal Official Plan Amendment will be submitted to the Planning and Development Committee in February. The lands immediately to the north and west of the subject property are intended to be designated as "Open Space". As such, it will be important for the applicant to recognize the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for Open Space purposes.

Region - Planning

"The site is located at the extreme north end of Parkdale Avenue and appears to be part of the Windermere Basin Study Area. The City of Hamilton Council recently approved a preferred scheme for this area based on open space designations. While the proposed does not conflict with the Regional Official Plan, comments should be obtained from the City of Hamilton specifically related to the Windermere Basin study."

Region - Solid Waste

"The proposed modification, to reduce the licensed property of 21.4 acres in size to 14.1 acres, would not alter the types of wastes received, processed, storage and reception capacities, or the wastes produced. The proposed modifications do not conflict with the Regional Solid Waste by-laws and policies."

Region - Regulatory Environmental Management

"Review of the application and a previous site visit conducted on August 7, 1997 indicates that the buildings used for storage of industrial wastes are completely contained, with no connections to Regional sewers. All floor drains within the building have been plugged.

Contingency plans for spills and clean up procedures are covered under the company's current Certificate of Approval.

The proposal appears to be acceptable from a sewer use standpoint providing that no wastewater will be discharged from this operation."

Region - Environmental Health

"It is our understanding that the area being removed from the Certificate of Approval was not actively used in the waste processing operation and that neither the nature nor the quantity of the waste handled will change.

The department has no objection to the application subject to the applicant satisfying all requirements of the Ontario Ministry of the Environment and the City of Hamilton Fire Department."

RECEIPT OF PUBLIC COMMENTS:

The nearest residential dwellings to this property are located approximately 2.0 kilometres to the south-east. Due to the technical nature of the application, a "public meeting/information workshop" was not held. As part of the Ontario Ministry of the Environment public participation process, the MOE has advised that no comments/concerns were received from individuals or businesses within 120m/400 feet of the subject lands at 799-800 Parkdale Avenue North.

REVIEW BY ENVIRONMENTAL ASSESSMENT STAFF ADVISORY COMMITTEE (EASAC):

This application was reviewed by EASAC at its meeting on January 23, 1998. No further issues were identified in regard to the proposed amendment to the Certificate of Approval.

COMMENTS AND CONCLUSION:

The applicant was seeking to amend its existing Certificate of Approval to reduce the size of the property currently licensed through MOE Certificate of Approval No. A100145 from 21.4 acres to 14.1 acres. The remaining portion 7.7 acres of the property was being dedicated to an "auto shredder" operation. The applicant had indicated that waste management activities would no longer be performed on the 7.7 acre portion containing the auto shredder. The application was circulated to a number of municipal departments at the City and Region for comment and review. Although the MOE issued the amendment to the Certificate of Approval on December 23, 1997 without the receipt of City comments, the Fire Department and Building Department identified several concerns with the proposal. The remaining responses indicated "no objection".

Accordingly, the recommendation indicates that the City requests the MOE to rescind the December 23, 1997 amendment to Certificate of Approval No. A100145, and reissue the amendment once the following conditions of the City of Hamilton have been satisfied:

i) six (6) required loading spaces at 3.0m x 7.5m x 4.3m (high) be provided for at 800 Parkdale Avenue North recognizing the prevailing industrial use;

ii) compliance with a "Notice of Violation" issued by the Hamilton Fire Department dated November 27, 1997 regarding extension of a hydrant system into the salvage portion of the property;

iii) compliance with Part 4 of the National Fire Code pertaining to the storage, handling, use and processing of flammable and combustible liquids, as noted in correspondence from the Hamilton Fire Department dated October 24, 1997;

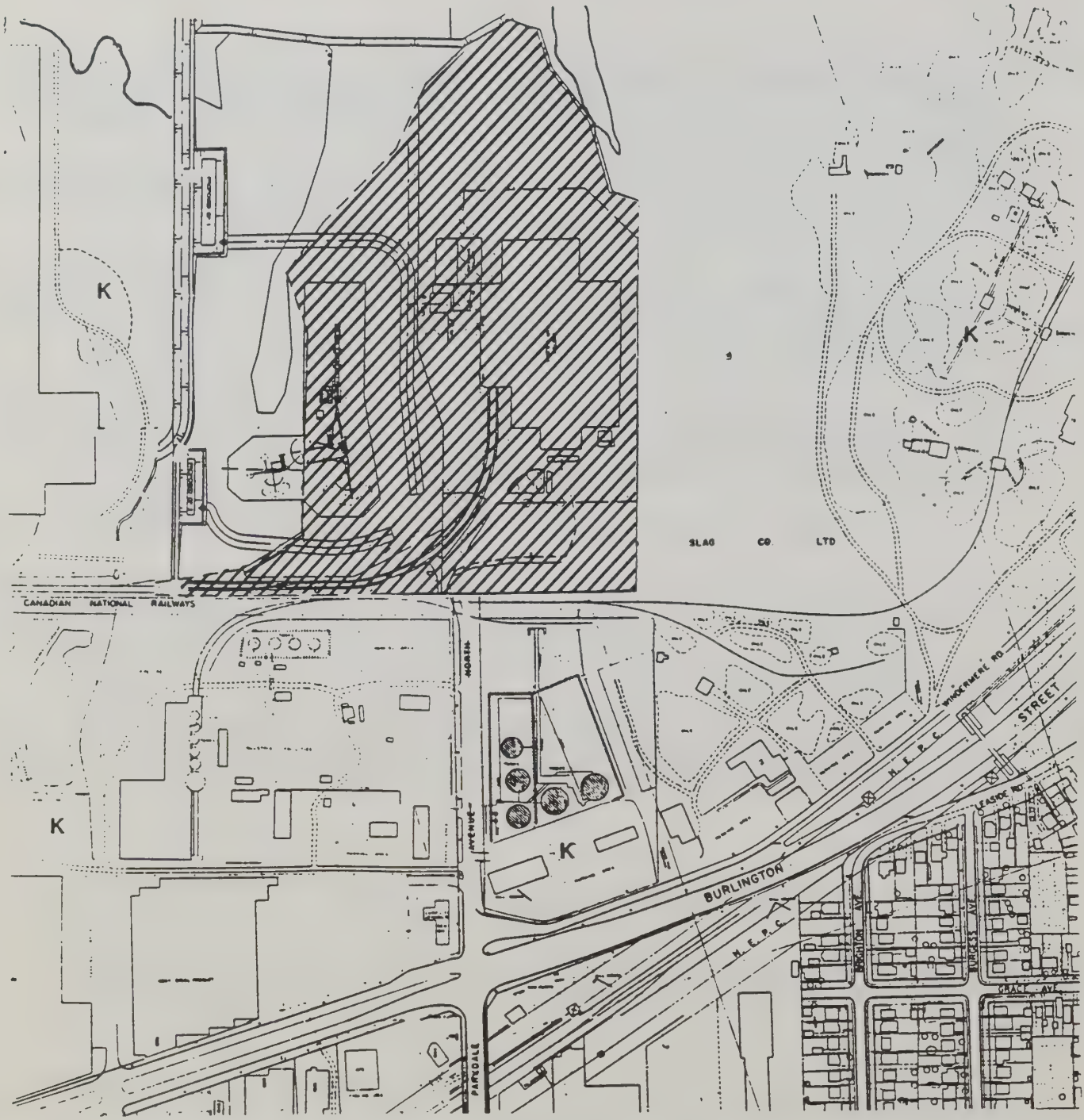
iv) a copy of the "Emergency Response Plan" is forwarded to the Hamilton Fire Department;

v) an examination by the Ministry of the Environment of the possible negative environmental impacts with respect to a fire at this site resulting from chemical contaminants being washed into local water sources and/or down into the water table from fire fighting water; and

vi) that the proponent be advised that the long-term land use planning intent of the City of Hamilton for lands immediately adjacent to the subject property will be for "Open Space" spaces.

KE/ke

n:\ke\97-04



City of Hamilton

Lands Subject to
Ministry of Environment
Certificate of Approval

ENV-MOECOA-97-04

Planning and Development Department

Legend

Site of the Application

North	Scale	Reference File No.
	Not to Scale	ENV-MOECOA-97-04
	Date	Drawn By
	December 1997	F.A.

JPV/bjr

Ministry of the Solicitor General and Correctional Services / Ministère du Solliciteur général et des Services correctionnels — Office of the Fire Marshal / Bureau du commissaire des incendies

Ontario

File No. 1544

Notice of Violation / Avis d'infraction

Fire Code / Code des incendies

(WRITE FIRMLY - You are making 4 copies) (ÉCRIRE EN APPUYANT - 4 exemplaires)

Page 1 of / de 1

ued to: (Name and address of owner)
; lancé contre: (Nom et adresse du/de la propriétaire)

Philip Environmental Services Corporation

and Philip Fracassi, President. 100 King Street West, Hamilton, Ontario L8P 1A2

In accordance with the [illegible] a fire safety inspection was conducted at FPPA, S.O. 1997, c.
Conformément à la Loi sur les commissaires des incendies, L.R.O. de 1990, chap. F.17, tel qu'il est modifié, les lieux situés à

799-800 Parkdale Avenue North, Hamilton, Ontario

Property Address / Adresse

APPENDIX "A"

on / ont été inspectés le November 21, 1997 (date) pour vérifier le dispositif de prévention des incendies.

The following violations of the Fire Code were noted at the time of inspection.
Les infractions suivantes au Code des incendies ont été relevées lors de l'inspection et décrites comme suit:

Item Point	Fire Code Reference No. N° de reference du Code des incendies	Details of Violations / Description des infractions
1	3.3.1.7.	Extend a hydrant system into the salvage yard so that all parts of th
		salvage yard can be reached by using not more than 60m of hose.

If t[illegible]ove violations are not corrected by / Si en date du January 26, 1998 (Date), you will be prosecuted for failure to comply with the Fire Code. vous n'avez pas remédié aux infractions susmentionnées, vous serez poursuivi(e) en justice pour inobservation des dispositions du Code des incendies.

Section 28, Clause (3)(b),(4),(5) and (6)

[illegible] Subsection 19 (5) and (6) of the Fire Marshals Act
Les paragraphes 19 (5) et (6) de la Loi sur les commissaires des incendies :

Dated in Hamilton, Ontario this 27th day of November, 1997

(5) Every person who contravenes any provision of the fire code and every director or officer of a corporation who knowingly concurs in such contravention [illegible] ale

See attached Appendix FPPA (B) regarding penalties for non-compliance

(6) [illegible]

This Notice was served upon by

Assistant to the Fire Marshal / Commissaire adjoint(e)

Inspector P. Harper

Signature

Date

Name of Fire Department / Nom du service des pompiers

Hamilton Fire Department

Address of Fire Department / Adresse du service des pompiers

55 King William Street, Hamilton, ON L8R 1

Distribution: Original and copy to Owner/Occupant — L'original et une copie au/à la propriétaire ou locataire
Copy to Fire Department file — Une copie au service des pompiers

APPENDIX "B"

Hamilton Fire Department
Fire Prevention Bureau

City of HAMILTON

55 King William Street, Hamilton, Ontario. L8R 1A2
Tel. (905)546-3350 / Fax (905)546-3359

24 October 1997

Philip Environmental Services Corporation
and Philip Fracassi, President
100 King Street West
Hamilton, ON L8P 1A2

Dear Sir

RE: **799-800 Parkdale Avenue North**
Hamilton, Ontario

On October 6, 1997 during a reinspection at the above noted premises, an inspector from this department noted a large increase in the number of 45 gallon drums stored within the building. It was noted that many drums were labelled as containing a flammable liquid.

Please be advised that Part 4 of the National Fire Code deals with requirements for the storage, handling, use and processing of flammable and combustible liquids in buildings. It is your responsibility as owner of the premises to ensure compliance with this regulation. It is strongly recommended that you enlist the services of a professional engineer to ensure compliance.

Trusting to your cooperation in this matter.

Yours truly

J. R. Winn
Chief Fire Prevention Officer

JRW/bjr

NOTE: IF FURTHER INFORMATION IS REQUIRED, PLEASE CONTACT INSPECTOR C. CULLEN AT 546-3350.

CITY OF HAMILTON

- RECOMMENDATION -

5.

DATE: March 13, 1998

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: L. D. Turvey
Commissioner of Transportation

SUBJECT: **1998 Transit Shelter Program**

RECOMMENDATION:

a) That the Transport and Environment Committee advise HSR of any proposed bus shelter locations to be considered for the 1998 Transit Shelter Program.

for L.D. Turvey, P.Eng.

FINANCIAL IMPLICATIONS:

The 1998 HSR Budget provides sufficient funding to enable installation of at least 6 new bus shelters during the year.

STAFFING / LEGAL IMPLICATIONS:

N/A

BACKGROUND:

HSR currently utilizes about 2,100 designated bus stops to provide services to its customers. At present there are about 446 bus shelters located at specific bus stops to provide weather protection to transit customers waiting for a bus. These bus shelters have been installed during the past 15 years, through the HSR Capital Budget with funding support from the Provincial Government.

Each year, candidate shelter locations are identified by HSR staff based on input from customers, elected representatives and others. These locations are investigated on site to determine feasibility and to identify site conditions. An established evaluation procedure is utilized to develop warrant scores for each location and the locations are then ranked according to these scores.

continued ...

In June, 1997, a report with the prioritized list of shelters was provided to the City of Hamilton for consideration and approval by the Transport and Environment Committee. This report was not considered and, as a result, approval was not received for shelter locations for the 1997 Program. Funds available in the 1997 Budget were utilized to purchase six (6) new bus shelters which were placed in storage. These shelters will be installed during 1998 through the 1998 program, pending approval of the locations. The current list of bus shelter locations for the 1998 program is attached.

Effective with the 1998 Budget year, the designated Urban Transit Area is expanded to encompass the entire area within the Urban Area Boundary of the Regional Official Plan. This change makes Regional Council the responsible policy body for transit services throughout the Urban Area and it results in the net costs of these services being allocated across the full Urban Area of the Region. Recognizing this change, it is the intent of staff to develop the 1998 and future shelter programs on a Regional basis and to submit the program to the Transportation Services Committee for final approval. Specific shelter location requests from each Municipality will be included in the candidate list and evaluated in accordance with the established procedure. Locations which do not receive a shelter in 1998 will be carried forward to future years for further consideration.

WBO/cb
Att.

1998 PROPOSED TRANSIT SHELTER LOCATIONS

16-March-98

(Region of Hamilton- Wentworth)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
1	90106	* MacNab St. S.	at	King St. W. (Cannon Stop)	S/W	HAM	D	84
2	51329	Mohawk Rd. E.	at	Upper Gage Ave.	N/W	HAM	AD	84
3	70233	John St. S.	at	Jackson St.	S/E	HAM	AD	79
4	90816	* King St. E. (South leg)	at	Hughson St. (#23 & 24 stop)	N/E	HAM	GPV	79
5	90814	* King St. E. (South leg)	at	Hughson St. (#27 & 35 stop)	N/W	HAM	GPV	79
6	90812	* King St. E. (South leg)	at	James St. (#25 & 26 stop)	N/E	HAM	GPV	79
7	90818	* King St. E. (South leg)	at	John St. (#21 & 22 stop)	N/W	HAM	GPV	79
8	72319	Barton St. E.	at	Birch Ave.	N/E	HAM	AD	77
9	72633	Main St. E.	at	Balmoral Ave.	N/E	HAM	AD	76
10	72323	Barton St. E.	at	Sherman Ave.	N/E	HAM	CD	72
11	51347	Mohawk Rd. E.	at	Upper Wentworth St.	N/W	HAM	AD	69
12	70817	Ottawa St. S.	at	Main St. E.	S/E	HAM	D	69
13	72443	Cannon St. E.	at	Gage Ave. N.	N/E	HAM	AD	67
14	50316	Upper Sherman Ave.	at	Franklin Rd.	S/W	HAM	D	67
15	50139	Upper Wellington St.	op.	Towercrest Dr.	E/Side	HAM	D	67
16	70009	James St. N.	at	Murray St.	N/E	HAM	AD	66
17	50245	Upper Wentworth St.	at	Emperor Ave.	S/E	HAM	AD	65
18	50249	Upper Wentworth St.	at	Rymal Rd. E.	N/E	HAM	AD	65
19	50264	Upper Wentworth St.	at	Rymal Rd. E.	N/W	HAM	AD	65
20	82402	York Blvd.	at	Hess St.	S/W	HAM	AD	65
21	82600	Main St. W.	at	Bay St.	S/W	HAM	AD	64
22	71130	Parkdale Ave. S.	at	King St. E.	N/W	HAM	AD	64
23	20266	Wilson St.	at	Halson St.	S/W	ANC	AD	64
24	20526	Golflinks Rd.	at	Kitty Murray La.	S/W	ANC	AD	62
25	20522	Martindale Cr.	at	Golflinks Rd.	N/E	ANC	AD	62
26	20518	Martindale Cr.	at	Neville Dr.	S/W	ANC	AD	62
27	71141	Mt. Albion Rd.	op.	Kingswood Dr.	E/Side	HAM	AD	62
28	72431	Cannon St. E.	at	Birch Ave.	N/W	HAM	AD	61
29	80006	James St. N.	at	Murray St.	N/W	HAM	AD	61
30	50507	Upper Ottawa St.	op.	Sunninghill Ave.	E/Side	HAM	D	61
31	51242	Fennell Ave. E.	at	Glenford Ave.	S/W	HAM	CD	60

1998 PROPOSED TRANSIT SHELTER LOCATIONS

16-March-98

(Region of Hamilton- Wentworth)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
32	72872	Greenhill Ave.	at	Summercrest Dr.	N/E	HAM	AD	60
33	35003	Ogilvie St.	at	Governors Rd.	S/E	DUN	D	60
34	50407	Upper Gage Ave.	at	Brucedale Ave.	S/E	HAM	AD	60
35	50258	Upper Wentworth St.	at	Emperor Ave.	N/W	HAM	AD	60
36	72582	Greenhill Ave.	op.	Monte Dr.	W/Side	HAM	D	59
37	40129	Highland Rd.	at	First Rd. W.	N/E	STO	D	59
38	50615	Upper Kenilworth Ave.	at	Broker Dr.	N/E	HAM	CD	59
39	60010	Upper James St.	at	Monarch Rd.	N/W	HAM	AD	58
40	51019	Concession St.	at	Upper Wentworth St.	N/Side	HAM	AD	57
41	72674	Queenston Rd.	at	#770 Queenston	S/Side	HAM	D	57
42	50140	Upper Wellington St.	at	Stone Church Rd. E.	N/W	HAM	AD	57
43	71424	Beach Blvd.	at	Van Wagner's Beach Rd.	N/W	HAM	D	56
44	40450	Grays Rd.	at	Roxborough Ave.	W/Side	STO	D	56
45	72574	King St. E.	at	Quigley Rd.	S/W	HAM	AD	56
46	50202	Upper Wentworth St.	at	Queensdale Ave. E.	N/W	HAM	CD	56
47	40838	Barton St.	at	Fruitland Rd.	N/W	STO	AD	55
48	50442	Upper Gage Ave.	at	Rymal Rd. E.	N/W	HAM	AD	55
49	60337	Upper Paradise Rd.	at	Rymal Rd. W.	N/E	HAM	AD	55
50	50240	Upper Wentworth St.	at	Pescara Ave.	N/W	HAM	AD	55
51	72134	Burlington St. E.	at	Proctor & Gamble	S/Side	HAM	CD	54
52	72584	Greenhill Ave.	at	Tasha Ct.	N/W	HAM	D	54
53	72747	Maplewood Ave.	at	Gage Ave. S.	N/W	HAM	CD	54
54	50325	Upper Sherman Ave.	at	Berko Ave.	S/E	HAM	AD	54
55	82709	Hunter St. W.	at	Hess St. S.	N/E	HAM	AD	53
56	70707	Gage Ave. N.	at	Beach Rd.	N/E	HAM	AD	52
57	81114	McMaster Service Rd.	at	Main St. Exit	S/W	HAM	D	52
58	60401	Sanatorium Rd.	op.	San Brow Building	N/Side	HAM	D	52
59	50341	Upper Sherman Ave.	op.	Acadia Dr.	E/Side	HAM	AD	52
60	50247	Upper Wentworth St.	at	Elite Dr.	S/E	HAM	AD	52
61	71404	Beach Blvd.	op.	Pandora Ave.	W/Side	HAM	AD	51
62	72261	Glow Ave.	at	Parkdale Ave. N.	N/E	HAM	D	51

1998 PROPOSED TRANSIT SHELTER LOCATIONS

16-March-98

(Region of Hamilton- Wentworth)

No.	Stop #	On Street		At Street	Corner	City	Shelter Type	Total Score
63	72258	Glow Ave.	at	Parkdale Ave. N.	S/E	HAM	D	51
64	60141	Stone Church Rd. W.	at	West 5th St.	N/E	HAM	D	51
65	81003	Longwood Rd.	at	Franklin Rd.	S/E	HAM	D	50
66	82414	Strathcona Ave.	op.	Lamoreaux St.	E/Side	HAM	D	50
67	50445	Upper Gage Ave.	at	Golden Gate Ave.	N/E	HAM	CD	50
68	60233	Garth St.	op.	#1440 Garth St.	E/Side	HAM	D	49
69	72860	Greenhill Ave.	at	Country Club Dr.	S/W	HAM	D	49
70	45025	King St.	at	Green Rd.	N/E	STO	AD	49
71	60247	Garth St.	op.	Gisele Dr.	E/Side	HAM	AD	48
72	50241	Upper Wentworth St.	at	Stone Church Rd. E.	S/E	HAM	AD	47
73	72226	Beach Rd.	at	Albemarle St.	S/W	HAM	D	46
74	50346	Upper Sherman Ave.	at	Rymal Rd. E.	N/W	HAM	D	46
75	50243	Upper Wentworth St.	at	Balharbour Dr.	N/E	HAM	AD	42
76	51115	Queensdale Ave. E.	op.	East 15th St.	N/Side	HAM	D	41
77	50343	Upper Sherman Ave.	at	Rymal Rd. E.	N/E	HAM	D	41
78	71213	Woodward Ave.	at	Melvin Ave.	N/E	HAM	D	41
79	60133	Chester Ave.	at	West 5th St.	S/W	HAM	D	40
80	72152	Burlington St. E.	at	Parkdale Ave. N.	S/W	HAM	D	37
81	new	Upper Sherman Ave.	op.	Dulgaren St.	E/Side	HAM	AD	36

* Note : Locations on hold pending the results of the Downtown Transportation Study

6.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 26
(PCSC/98-1)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

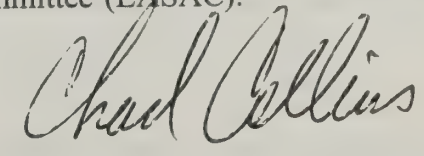
FROM: Chairman, Pollution Control Sub-Committee
Terms of Reference Task Force

SUBJECT: **Terms of Reference -**
The Pollution Control Sub-Committee

RECOMMENDATIONS:

(a) That the Terms of Reference describing the mandate, staffing resources and composition of the Pollution Control Sub-Committee, attached hereto, and marked Appendix "A", be approved; and,

(b) That the Chief Administrative Officer be authorized to invite a senior staff representative of the Ontario Ministry of the Environment and Energy to formally participate on the Environmental Assessment Staff Advisory Committee (EASAC).



BACKGROUND:

On October 14, 1997, as part of a series recommendations pertaining to the Plastimet fire that occurred in July, 1997, City Council directed "that a Pollution Control Sub-Committee, a Sub-Committee of the Transport and Environment Committee, be re-established." In December, 1997, the following individuals were assigned the responsibility of writing a formal Terms of Reference for the Pollution Control Sub-Committee (PCSC):

- Alderman Chad Collins, Chairman
- Alderman Andrea Horwath
- Alderman Mary Kiss
- Alderman Dave Wilson

Accordingly, this Terms of Reference document outlines the scope, mandate, composition and staffing of the Sub-Committee.

Mandate

The Pollution Control Sub-Committee was first established in 1971. The mandate of the PCSC at that time was to:

- enquire into the problems of environmental control;
- to ascertain the legislative measures for controlling environmental quality;
- to recommend whether any authority in this area should be delegated to Council".

At the outset, the general direction of the PCSC was to act as a liaison between the senior levels of government responsible for the control and enforcement of pollution as well as to provide information to the general public on pollution abatement programs in Hamilton.

During the 1970's, the PCSC actively dealt with a number of environmental matters including:

- Noise, odour and dust complaints from residents on various industrial operations;
- Banning non-returnable bottles and other recycling issues;
- Enforcement of Hamilton's Sewer By-Law;
- Water quality in Hamilton Harbour;
- Truck noise and truck traffic levels on arterial roads;
- Upper Ottawa Landfill Site.

After a hiatus in 1981 and 1982, the Pollution Control Sub-Committee was re-established again in 1983 to undertake the following duties:

- to act as an intermediary between Provincial and Federal Government Departments on pollution control and the public;
- to disseminate information to the public regarding pollution control, and generally to assist in the fight against pollution in the Metropolitan Hamilton area;
- to report on all matters re: collection of solid waste and domestic refuse;
- to report on all matters pertaining to the protection of the environment from excessive air, water, ground and noise pollution."

The Committee was subsequently disbanded in 1989.

Many of the issues addressed by the previous sub-committees are still relevant and topical in the present day. What has changed, however, are the roles and responsibilities of various levels of government in responding to environmental concerns.

Beginning in the 1970's, the Provincial Government through the Ministry of the Environment assumed a very pro-active role in addressing and responding to day-to-day environmental concerns, such as noise, odour and dust complaints. During this time, the City of Hamilton was in a position to refer these concerns to the appropriate Ministry staff for resolution.

The current administrative and political context in regard to day-to-day environmental matters is different. As noted by Environment Minister Norm Sterling in 1997;

> "It is the position of the Province and the Ministry of Environment and Energy that Municipalities are best equipped to address noise, odour and dust problems. It is incumbent upon area authorities to set and enforce by-laws to address issues of concern to local residents and businesses."

The clear preference of the City of Hamilton is for the Province to continue its historical role in these environmental matters rather than off-loading this responsibility to the local municipality. However, given the generally inflexible position of the Minister of the Environment, it is incumbent for the City to take action and lead by example.

As such, the key challenge for the City of Hamilton and the Pollution Control Sub-Committee will be to step into this void vacated by the Provincial Government to ensure that day-to-day environmental concerns, ie. noise, odour, dust complaints, etc. are resolved in a timely and fair manner.

It is anticipated that agenda items will be based on referrals from the Transport and Environment Committee, the Ministry of the Environment and Energy, local residents, businesses and the Environmental Assessment Staff Advisory Committee.

The Pollution Control Sub-Committee is intended to augment the role of the Transport and Environment Committee and will maintain a concerted focus on more localized neighbourhood environmental concerns requiring more discussion and exploration than is afforded at the Committee level. Recommendations and actions from the Pollution Control Sub-Committee will be forwarded to the Transport and Environment Committee for consideration and appropriate action.

Staffing

On February 24, 1998, City Council endorsed the Terms of Reference of the "Environmental Assessment Staff Advisory Committee" (EASAC). EASAC has an inter-disciplinary focus and is comprised of senior staff representatives from various municipal departments at the City and Region. EASAC fulfils two roles:

- Co-ordinating department recommendation reports on proposed Ministry of Environment Certificate of Approval's prior to submission to the Transport and Environment Committee and draw conclusions and recommendations; and,

- Reviewing environmental policy initiatives and recommendations originating from other agencies or other levels of government for consideration by the City of Hamilton to draw conclusions and make recommendations.

The key task for EASAC staff members over the coming months will be to ascertain the implications for the City of Hamilton of the legislative changes, policy shifts and changes in day-to-day operating procedures the Ministry of the Environment and Energy is presently undertaking. This is particularly important for the Pollution Control Sub-Committee, as the Committee needs to be aware in a comprehensive manner of the evolving context and roles of the various levels of government.

Accordingly, it is appropriate and desirous for a senior staff representative from the Ontario Ministry of the Environment to become a formal member of EASAC. This would assist City staff in understanding the day-to-day environmental concerns previously responded to by the Ministry and also provide a Provincial perspective on the environmental policy changes that are taking place.

For purposes of continuity, it is recommended that the Secretary of the Transport and Environment Committee also serve as Secretary of the Pollution Control Sub-Committee.

The Terms of Reference for the Pollution Control Sub-Committee details the mandate of the Committee, staffing resources and the composition of the Pollution Control Sub-Committee.

APPENDIX "A"

TERMS OF REFERENCE
OF THE TRANSPORT AND ENVIRONMENT COMMITTEE'S
POLLUTION CONTROL SUB-COMMITTEE
1998 APRIL 6

Mandate:

1. Act as a sounding board for citizen and business concerns in regard to noise, odour, and dust complaints;

2. Identify and co-ordinate new and existing legal and administrative mechanisms that the City of Hamilton can utilize to pro-actively respond to environmental concerns;

3. Monitor activities in Hamilton's industrial areas and ensure timely and diligent inspections, where appropriate, to identify potential environmental and/or fire safety concerns;

4. Respond to environmental policy and legislative changes from senior levels of government to ensure the interests of Hamilton residents and businesses are protected and not adversely affected; and,

5. Disseminate information on pollution concerns to Hamilton residents and businesses.

6. Meetings to be held at the call of the Chairman.

Committee Composition:

The Pollution Control Sub-Committee will be made up of the Chairman and Vice Chairman of the Transport and Environment Committee and 3 other members of the Transport and Environment Committee.

The Chairman of the Transport and Environment Committee will also function as Chairman of the Pollution Control Sub-Committee.

Staff Resource:

The Environmental Assessment Staff Advisory Committee (EASAC) will act as the "staff arm" of the Pollution Control Sub-Committee.

The Secretary of the Transport and Environment Committee will serve as the Secretary of the Pollution control Sub-Committee.

7.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: S. G. Hollowell
Acting City Clerk

OUR FILE:
PHONE: 546-4645

SUBJECT: **City Council Referral**
Police Services Board
Graffiti Task Force Advisory Committee

DATE: 1998 March 11

Attached is correspondence dated 1998 March 5 from Dennis Concordia, Police Services Board, to Mayor Robert Morrow respecting the Graffiti Task Force Advisory Committee which was referred to the Transport and Environment Committee by City Council at its meeting held 1998 March 10.

S. G. Hollowell

SGH/KCC/mjw

Attachment

The Regional Municipality of Hamilton-Wentworth
POLICE SERVICES BOARD

MAR 0 6 1998

05 March 1998

#2 added

Mayor Robert Morrow
City of Hamilton
71 Main St. West, 2nd Floor
Hamiltoon, Ont
L8P 4Y5

Board Members

Tom Jackson, *Chair*
Mary Lou Dingle, *Vice Chair*
Anne Bain
Dennis Concordia
Terry Cooke
Michael Dingwall
Judi Emerson
Robert C. Prowse, *Secretary*

Dear Mayor Morrow:

In September of 1997 The Hamilton-Wentworth Regional Police entered into a unique partnership with the community by establishing the *Graffiti Task Force Advisory Committee* (GTF Committee). The GTF Committee is comprised of competent business persons, educators, public housing managers, concerned citizens and police committed to finding solutions to this Regions growing graffiti problem.

The GTF Committee is proving to be a competent body whose statement of Purpose is "*to serve as an advisory body to municipal and other legislators and to provide community based solutions facilitating the prevention, prohibition and abatement of graffiti in order to reduce deterioration within our communities and to protect public health and safety*" . During its short lifetime the GTF Committee has commenced many successful initiatives including public information forums, graffiti removal demonstrations and the enactment of the City of Hamilton *Graffiti By-law*.

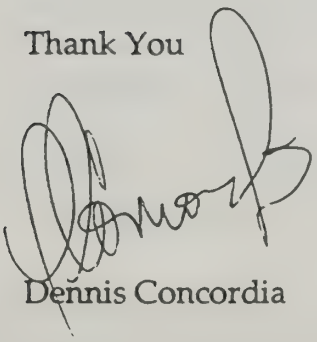
We are now preparing to move forward into 1998 with some new and exciting projects that will require a great deal of participation from the community. During our planning sessions we have identified the need to have a higher level of communication and input from our local municipalities. We are requesting that a representative from your municipality become a member of our committee. The perspective of a member from each of our municipalities will be invaluable and their

119 King St. West, 15th Floor, P.O. Box 910, Hamilton, Ontario L8N 3V9
Telephone (905) 546-4140 • Fax (905) 546-2546 • TDD 522-1787

participation will facilitate constructive two-way communication back to staff and council members.

For further information you can contact Dennis Concordia, Graffiti Task Force Advisory Committee and Hamilton-Wentworth Police Services Board member, at 526-3303 or Det. Ed Lum of the Hamilton-Wentworth Regional Police , Street Crime Unit at 546-3831.

Thank You



Dennis Concordia

GRAFFITI TASK FORCE
COMMUNITY STRATEGY FOR THE ABATEMENT AND ERADICATION OF GRAFFITI

The Definition

Graffiti is obnoxious, often contains messages of hatred, racism and gang warfare which contributes to neighbourhood deterioration. Graffiti as a primary form of communication and turf identification plays a direct part in feeding this violence, damages property, and constitutes a public nuisance, and must be abated immediately to avoid the detrimental impact, to disrupt the communication system for gangs and other vandals, and prevent the further spread of graffiti. Graffiti has a more subtle, but no less profound, impact on the aesthetic quality of a community and the psychological well-being of citizens. Communities that do not develop measures to deter and prevent graffiti may find themselves confronting more intractable problems in the future.

The Problem

Graffiti has hit the Hamilton-Wentworth area with a vengeance. Examples of gang, hate and nuisance type graffiti can be found all over the Region. The Red Hill Creek expressway's East/West section has been struck particularly hard. Several of the new bridges had been entirely covered before the expressway was completed.

The Graffiti Task Force has been established to address these issues.

STATEMENT OF PURPOSE

It is the purpose and intent of the Graffiti Task Force, in partnership with Hamilton-Wentworth Regional Police Service, to provide and serve as an advisory body to recommend to municipal and other legislators community based solutions facilitating the prevention, prohibition, and abatement of graffiti in order to reduce deterioration within our communities and to protect public health and safety.

GOAL

Improve the quality of life in our communities through the reduction of graffiti.

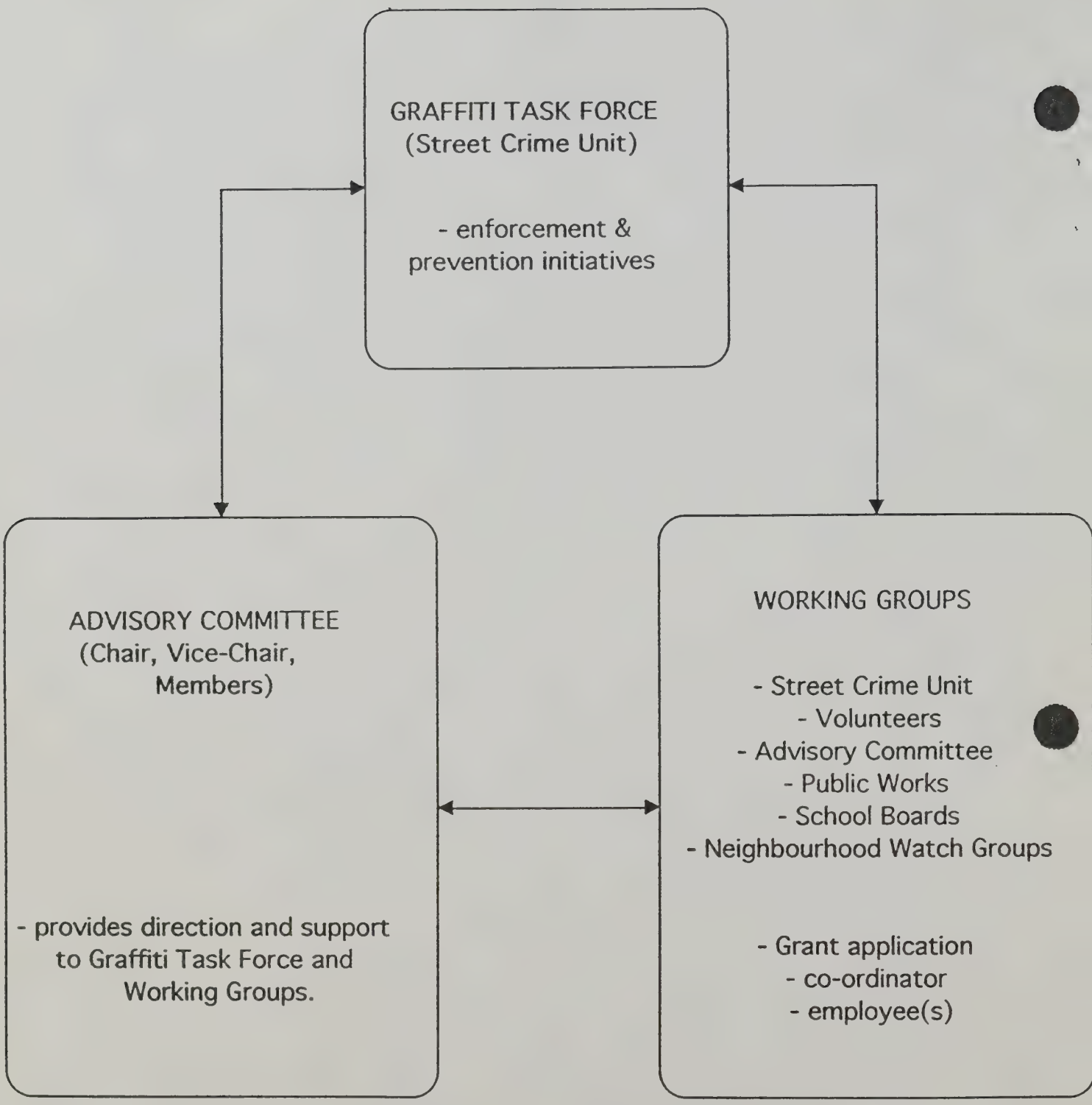
DRAFT MANDATE

OBJECTIVES

- Educate the business community and the public on issues relating to graffiti prevention and abatement
- Encourage/Lobby for the establishment of a "Graffiti By-Law" in all municipalities within the Hamilton-Wentworth Region
- Establish a diversion and education program for youth
- Enlist the assistance of the local media to educate the public on the importance of reporting graffiti and on the Police reporting protocol
- Establish a community driven, volunteer staffed graffiti abatement program

SUGGESTED ACTIVITIES

- City or Region wide "Paint Day" to focus awareness and develop community support
- Public presentations on graffiti abatement targeting Business Owners Groups, Chambers of Commerce, Neighbourhood Watch Groups and other community groups such as Rotary Clubs, Optimists and Lions Club
- Develop funding to purchase equipment and establish the volunteer staffed lowcost or free community graffiti removal service
- Establish a dialog with youth serving agencies (eg. Elizabeth Fry and the John Howard Society) to encourage an offender education program to be used as an avenue for diversion (By-Law or Criminal Code offences)
- Develop a Graffiti "Hctline" and/or enlist the support and assistance of *CrimeStoppers*



Hamilton-Wentworth Regional Police will administer funds and employees through our Human Resources/Finance Services Branches.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 April 6th
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 March 2nd

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Parking Regulations on Columbia Drive adjacent to Monseigneur de Laval Elementary School

(b) No. 32 Somerset Avenue
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

(c) No. 91 Gertrude Street
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(d) No. 37 Francis Street
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(e) North side of Harrison Avenue, east of Harmony Avenue

(f) Sanatorium Road, east of Garth Street

(g) Caroga Court between Bonaventure Drive and the southerly end

(h) Douglas Street between Keith Street and the T.H. & B. Tracks

(i) No. 2 Southview Place
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(j) Corsica Court, north of Bonaparte Way

(k) Caroline Street North, south of Windsor Street

(l) Beach Road between Depew Street and Northcote Street

ii. **Intersection Control**

(a) Intersection of Blanshard Street and Poulette Street

(b) Intersection of Falconridge Drive and Upper Paradise Road

(c) Intersection of Cardinal Drive and Fieldway Drive

(d) Intersection of Arthur Avenue South and Avalon Place

(e) Intersection of Uplands Avenue and Norwood Road

(f) Intersection of Cellini Avenue and Bolzano Drive

(g) Intersections of Townmansion Drive and Upper Kenilworth Avenue and Racalmuto Street and Upper Kenilworth Avenue

(h) Intersection of Alconbury Drive and Rexford Drive

iii. **Miscellaneous**

(a) No. 27 Edward Street
Amendment of a Residential Boulevard Parking Agreement

(b) No. 20 Hunt Street
Amendment of a Residential Boulevard Parking Agreement

(c) Upper James Bus Route - Bus Stop Relocation

(d) Wheelchair Loading Zone on Albright Road
adjacent to Red Hill School

(e) Amendments of the City Traffic By-law No. 89-72

iv. **City Engineer**

Landscaping Agreement, 141 Catharine Street South

v. **Streets Division**

Keep Hamilton Clean Committee - Appointment of New Member

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1998 March 2nd
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:
Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Also present:
Alderman M. Caplan
Alderman R. Corsini
Alderman G. Copps
Alderman F. Eisenberger
Alderman B. Kelly
B. Price, Hamilton Safety Council
J. G. Pavelka, Chief Administrative Officer
D. Lobo, Comm. of Public Works and Traffic
M. Hazell, Public Works and Traffic
R. Meiers, Public Works and Traffic
C. Firth-Eagland, Public Works and Traffic
G. Aston, Roads Department
V. Abraham, Director Planning and Development E. Chajka, Roads Department
K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **Proposed Road Closure: Angela Avenue from Scenic Drive westerly**

The Committee was in receipt of a report dated 1998 January 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston reviewed the report and indicated that there were a number of area residents opposed to the proposed closure.

The following individuals appeared before the Committee in opposition to the proposal:

(i) Mr. D. Fawcett, 760 Scenic Drive

(ii) Mr. P. Merk, Scenic Drive

(iii) Mr. Roser, 93 West 35
(indicated that a 33 name petition in opposition to the proposed closure had been presented to Alderman D'Amico.)

Subsequently, following discussion, the Committee approved the following:

That the application of the City Clerk's Department to close the unopened portion of Angela Avenue, from the west side of Scenic Drive to the west end of the unopened road allowance be denied.

(b) **Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue**

The Committee was in receipt of a report dated 1998 January 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston reviewed the report and indicated that the abutting owners are opposed to the proposed closure.

The following individuals appeared before the Committee in opposition to the proposal:

Mr. B. Files and Mrs. A. Files of 160 East 16th Street.

The following individuals appeared before the Committee in support of the proposal:

(i) Mr. P. Kebic, Thayer Avenue
Distributed photographs of the alley to Committee members.

(ii) Mr. E. Brown of 386 Thayer Avenue
The applicant for the closure.

Following discussion, the Committee approved that the item be tabled in order that the ward Aldermen meet with the area residents to determine if an equitable solution to the issue can be found.

(c) **City Sale of Part of the Former Garnet Avenue and Former MacLanders Street to the Regional Municipality of Hamilton-Wentworth**

The Committee was in receipt of a report dated 1998 February 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion and a review of the issue by Mr. Aston, the Committee approved the following recommendation:

That the by-law to sell portions of closed Garnet Avenue and MacLanders Street designated as Part 18 on Plan 62R-11788, be prepared to the satisfaction of the City Solicitor and be enacted by City Council.

(d) **Earthday - Reuse Days Proposal**
Larry Pomerantz, Earth Day Hamilton Co-ordinator

The Committee was in receipt of correspondence dated 1998 February 23 from Larry Pomerantz, Earth Day Hamilton Co-ordinator respect their support of Regional Reuse days.

Mr. Pomerantz appeared before the Committee and distributed a report dated 1998 March 2 entitled "Reuse Day Proposal".

Following discussion, the Committee agreed that Alderman Collins, Alderman Wilson and the appropriate staff meet with Mr. Pomerantz and report back on the "Reuse Day Proposal".

(e) **Proposed Sale of the Closed Portion of the Road Allowance within the Red Hill Valley Expressway Corridor**

The Committee was in receipt of a report dated 1998 February 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston reviewed the report and the Committee opened the meeting up to delegations.

The following individuals appeared before the Committee and spoke in opposition to the proposed sale;

(i) Don McLean, 68 - 151 Gateshead Crescent

(ii) Christine Wilson, 24 Sterling Street

(iii) Chris Boulter, 46 Armstrong Avenue

(iv) Joe Minor, 24 Sterling Street

(v) Wendy Ziemiak, 168 Balmoral Avenue South

(vi) Kerry Brookes, 201 Dumbarton Avenue

(vii) Holland Bolstep, 201 Dumbarton Avenue

(viii) Lucy Watroba, 203 Cloverdale Avenue

(ix) Albert Aitken, 38 Brookstream Court

(x) Cees van Jemeden

(xi) Raymond J. Dartsch, #2 - 22 Fairleigh Avenue South - Representing Judith and Marion Brezden, 98 Glen Castle Drive

(xii) Nancy E. Haigh, 10 Bettina Avenue

(xiii) Lynda M. Jukaski, 148 Oakland Drive

(xiv) Kevin MacKay, 24 King Street East
also spoke for Ennis Murphy

(xv) Joseph V. Meneyon, 208 Montmorency Drive

(xvi) Ralph DeClerico, 6 Clerico Court
also spoke for Marie DeClerico, 6 Clerico Court.

(xvii) Ross Hunt, 10 Bettina Avenue

(xviii) Dan Padoin, 714 Central Avenue

(xix) Brian McHattie, 1 Barclay Street

(xx) Harold Addison

(xxi) Heather Wilson, 8 Henry Street

(xxii) Lloyd Docherty, 106 - 16 Champlain Avenue

(xxiii) Richard Allen, 85 Haddon Avenue North

(xxiv) Danielle Marchese, 4 Lunner Avenue

(xxv) Don McLean, 68 - 151 Gateshead on behalf of Jim McDonald

(xxvi) Elizabeth Savelli

(xxvii) Jocelyn Neysmith, 1 Barclay Street
also spoke for Glenn Barret, 1 Barclay St.

At this point, the Committee agreed to recess the meeting until 2:30 p.m. other

The meeting reconvened at 2:30 p.m.

Present: Alderman C. Collins, Chairman
Alderman D. Wilson, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman A. Horwath
Alderman B. Morelli
Alderman T. Jackson
Alderman T. Anderson
Alderman F. D'Amico

Also present: Alderman G. Copps
Alderman F. Eisenberger
J. G. Pavelka, Chief Administrative Officer
G. Aston, Roads Department
K. C. Christenson, Secretary

(e) **Proposed Sale of the Closed Portion of the Road Allowance within the Red Hill Valley Expressway Corridor (Continued)**

The following individuals appeared before the Committee and spoke in opposition to the proposed sale;

(xxviii) Sheri Ross, 560 Fifty Road North, Stoney Creek (written submission presented)

(xxix) Julia Tozzi, 125 Erin Avenue

(xxx) Corey Lewis, 560 Fifty Road North, Stoney Creek

(xxxi) E. Halliwell, 205 East 28th Street

(xxxii) Victoria Boulter, 46 Armstrong Avenue

(xxxiii) Joel Begin, #1008 - 1868 Main Street West
also spoke for James S. Quinn, 20 Blackwood Court

(xxxiv) Carolyn Wilson, 179 Balmoral Avenue South

(xxxv) Don McLean for Gilbert and Margaret Young, 12 Armstrong Avenue and Pat Jessome, 10 Armstrong Avenue

(xxxvi) Ted Basciano, 955 Lawrence Road

(xxxvii) John Haselmayer, 259 Main Street West

(xxxviii) Jake McGee, 16 Bond Street (not present - written submission given to Committee Secretary)

(xxxix) Carl Rothfels, 60 Bowman

*** Note: Stella Glover, Acting Secretary**

(xxxl) N. John Lee, Hamilton King's Foresters Orienteering Club

(xli) Eric Gillespie - Solicitor for Dave and Lill Altobelli, 16 Nelligan Place and Ralph DeClerico, 6 Clerico Court

(xlii) Mike Mitchell, 259 Main Street West

(xliii) Rita Chimienti, 164 Rosedale Avenue
on behalf of MariBeth Muri, 276 Montrose Avenue and on her own behalf

(xliv) Gord Taylor, 15 Sumak

(xlv) Don McLean, 151 Gateshead Cres., Stoney Creek

(xlvi) Michael Hanson

(xlvii) Brian McHattie representing Frank Polin, #202 - 1710 Main Street West

Ms. Chimienti requested that she be allowed to read submissions on behalf of individuals opposed to the sale. The Committee agreed that it would be sufficient to have the written submissions presented to the Committee Secretary.
written submissions were presented on behalf of the following;

Anthony Valleta
Lorna Zaremba
Alice Williamson
Gregg Fischook

Correspondence respecting opposition to the proposal was also received from the following individuals by the Committee Secretary;

Dominic Lera, 252 Hixon Road
Joe Lera, 18 Clerico Court
Nick Bokaychuk, 175 Kimberley Drive
Lorna Zaiembg, 300 Rosedale Avenue
Peter Hutten, 7 Rita Street, Dundas
Ron Plinte, 699 9th Avenue East
Neil Croft, #3 - 106 Myrtle Avenue
Etienne DeVilliers, 16 Bond Street
Anthony Valletta, 10 Clerico Court
Lara Friedrich, 55 East 24th Street
Alice Williamson, 30 Harrisford Street
David Heatley, 64 Sun Rise Dr.

Burke Austin, 703 Burgess Ave.
(on behalf of Ms. Younge, 12 Armstrong Ave.)
Pat Jaggard, 663 Beach Blvd.

After considerable discussion, the Committee approved that the recommendation be amended by adding "where the lands already abut the City or Regional Lands" in the second line after the word "allowance"

Subsequently, the Committee approved the following recommendation as amended :

That the by-law be prepared to the satisfaction of the City Solicitor and be enacted by City Council to sell portions of closed road allowances where the lands already abut the City or Regional lands designated as:

(a) Part of Part 9 on Plan 62R-11165
(b) Part of Part 4 on Plan 62R-11164
(c) Part of Part 4 on Plan 62R-11340
(d) Part of Part 2 on Plan 62R-11249
(e) Part of Part 1 on Plan 62R-11263
(f) Part of Part 1 on Plan 62R-11231

Recorded Vote:

In Favour: Alderman Collins, Mayor Morrow, Aldermen Jackson, D'Amico, Anderson

Opposed: Aldermen Kiss, Horwath, Wilson

Mr. E. Gillespie, Solicitor for Dave and Lill Altobelli, 16 Nelligan Place and Ralph DeClerico, 6 Clerico Court requested that the following statement be recorded:

> "That under the rules of natural justice and procedural fairness, the majority of people who voted against this amendment were not present to hear submissions on behalf of his clients, Mayor Morrow, Alderman Jackson and Anderson".

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of 1998 February 16th were adopted as circulated to the members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) Barnesdale Avenue South between Vineland Avenue and Dunsmure Road

The Committee was in receipt of a report dated 1998 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Barnesdale Avenue South between Vineland Avenue and Dunsmure Road be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 114 Avondale Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Avondale Street commencing at a point 124 feet north of Primrose Avenue and extending to a point 18 feet northerly therefrom, and on the west side of Avondale Street, commencing at a point 39 feet north of Primrose Avenue and extending to a point 18 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Joseph Kin, No. 3 - 114 Avondale Street.

(c) **No. 25 East 19th Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of East 19th Street commencing at a point 232 feet south of Concession Street and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. T. Nixon, No. 25 East 19th Street.

(d) **No. 56 Maccauley Street West**

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the north side of Macauley Street West commencing at a point 228 feet west of MacNab Street North and extending to a point 27 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Angela Avenue between West 31st Street and West 32nd Street**

The Committee was in receipt of a report dated 1998 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Angela Avenue between West 31st Street and West 32nd Street; and,

(b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 32nd Street between Angela Avenue and Leslie Avenue; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 215 East 8th Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of East 8th Street commencing at a point 396 feet south of Queensdale Avenue East and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Rose VanHoek, No. 215 East 8th Street.

(g) **Intersection of Towercresent Drive and Colin Crescent**
Intersection Control and Parking Regulations

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That westbound traffic on Towercrest Drive be required to stop for northbound and southbound traffic on Colin Crescent; and,

(b) That a "No Parking" regulation be implemented on the north side of Towercrest Drive commencing at a point 109 feet east of Colin Crescent and extending to a point 40 feet easterly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 77 Clinton Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Clinton Street commencing at a point 78 feet east of Barnesdale Avenue North and extending to a point 17 feet easterly therefrom, and on the south side of Clinton Street commencing at a point 61 feet east of Barnesdale Avenue North and extending to a point 18 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Eileen Laslo-Doyle, No. 77 Clinton Street.

ii. **Intersection Control**

(a) **East side of Hummingbird Lane, north of Syklark Drive**
Corner Clearance

The Committee was in receipt of a report dated 1998 February 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Stopping" corner clearance be implemented on the east side of Hummingbird Lane commencing at Skylark Drive and extending to a point 64 feet northerly therefrom; and,

(b) That a "No Stopping" corner clearance be implemented on the west side of Hummingbird Lane commencing at Skylark Drive and extending to a point 75 feet northerly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersections of Bernard and Martha Streets Blair Avenue and Martha Street**

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Bernard Street and Blair Avenue be required to stop for eastbound and westbound traffic on Martha Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Kirkfield Road and Springside Drive**

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Kirkfield Road and Springside Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **South side of Crockett Street, west of East 22nd Street Request for a Commercial Vehicle Loading Zone**

The Committee was in receipt of a report dated 1998 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Crockett Street commencing at a point 25 feet west of East 22nd Street and extending to a point 30 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **King William Street between Hughson Street and James Street North - Loading Zone**

The Committee was in receipt of a report dated 1998 February 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing full-time "No Parking - Loading Only" regulation on the north side of King William Street commencing at a point 32 feet west of Hughson Street and extending to a point 30 feet westerly therefrom be revised such that it is in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 7 Florence Street**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., seven days a week" regulation be implemented on the south side of Florence Street commencing at a point 83 feet west of Ray Street North and extending to a point 25 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **East Side of East 27th Street adjacent to**
Franklin Road School - Taxi Stand

The Committee was in receipt of a report dated 1998 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of East 27th Street commencing at a point 121 feet north of Burkholder Drive and extending 45 feet northerly, and the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

(a) **To Incorporate City Lands into various Streets by By-law**

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the following streets:

Arrowsmith Road	Parts 2 and 3	62R-14277
Centennial Parkway	Part 1	62R-14277
Jacqueline Boulevard	Block 37	62M-778

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the by-laws.

(b) **Temporary Closure - Jackson Street East John Street South and Catherine Street South**

The Committee was in receipt of a report dated 1998 February 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of The Runner's Den Running Club, to temporarily close Jackson Street, between John Street South and Catharine Street South on Saturday 1998 March 14, from 1:30 o'clock p.m. to 6:00 o'clock p.m., to hold a 10 km road race, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received, and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $2,000,000 public liability insurance naming the City and the Region as added insured parties with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton, on the affected roadways, if deemed necessary by the Commissioner of Transportation; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1998 March 2nd from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

Date	*From*	*Subject*	*Date Distributed*
February 2	Aggregate Producers' Association of Ontario	Brochure on Recycling	1998 February 13
February 13	Ontario Good Roads Association	Pamphlets	1998 February 13
February 12	Commissioner of Public Works and Traffic	Ice Storm Relief Tree Replanting	1998 February 17
February 17	Commissioner of Public Works and Traffic	Restore the Core Downtown Hamilton Improvement Plan 1998 - 2007 Provisional Capital Budget Submission	1998 February 17
February 9	Commissioner of Public Works and Traffic	Obsolete Items in Traffic Division Inventory	February 20
February 9	Commissioner of Public Works and Traffic	Delaware, Beeline and University Bus Route	1998 February 20
February 24	City Solicitor	Plastimet Inc. and Frank Levy Appeals of the Ministry of the Environment Orders 363 Wellington Street North	1998 February 25

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

PUBLIC WORKS DIVISION

(a) **Proposed 1.5 Wide Sidewalk, South Side of Glen Road, between Bond Street North and Longwood Road North**

The Committee was in receipt of a report dated 1998 February 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized and directed to construct a 1.5m wide sidewalk on the south side of Glen Road between Bond Street North and Longwood Road North; and,

(b) That the cost of the sidewalk estimated at $35,000 be charged to Account No. CH51401 60132, Sidewalk Curb Repairs.

(b) **Proposed Roadway Alteration of Ferguson Avenue North Between King Street and King William Street**

The Committee was in receipt of a report dated 1998 February 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the proposed alteration of Ferguson Avenue North from King to King William Street to provide for a 6.25m road width as shown on Appendix "A", attached hereto, be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990; and,

(b) That the necessary by-law be prepared by the Commissioner of Public Works and Traffic in a form satisfactory to the City Solicitor and advertised by the City Clerk.

TRAFFIC DIVISION

(c) **Limeridge Road East and Lennox Street School Crossing Guard Request**

The Committee was in receipt of a report dated 1998 February 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Limeridge Road East and Lennox Street during the morning and evening school crossing periods up until the approval of the 1998 Departmental Budget; and,

(b) That said assignment be subject to the approval of an expansion package of approximately $4,000, plus administrative costs, which will be presented during the 1998 current budget deliberations; and,

(c) That the Hamilton-Wentworth District School Board be advised of this action and requested to consider removing the bus service to Lisgar School.

(d) **Intersection of Berkindale Drive and Sylvester Street Intersection Control**

The Committee was in receipt of a report dated 1998 February 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Three Way Stop Control" at the intersection of Berkindale Drive and Sylvester Street be confirmed as a permanent amendment to the City Traffic By-law No. 89-72.

(e) **Intersection of Locke Street North and Florence Street (Referred Back by City Council and subsequently tabled to the next Transport and Environment meeting by the Committee 1998 February 16)**

The Committee was in receipt of correspondence dated 1998 January 29 from the City Clerk to the Secretary of the Transport and Environment Committee respecting an all way stop control regulation at the intersection of Locke Street North and Florence Street.

At the request of Alderman Kiss, the Committee agreed that the item be tabled.

CITY ENGINEER

(f) **Payment of Outstanding Servicing Costs Under Committee of Adjustment Application B-97-12 and 13 1279 Upper Gage Avenue, Hamilton**

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the request of ADJ Ventures Inc. for reduction of payment of servicing costs along Queen Victoria Drive imposed under City of Hamilton Committee of Adjustment Application B-97:12 and 13, be denied.

(g) **1998 Servicing Expenditures Related to Subdivisions Brigadoon Park**

The Committee was in receipt of a report dated 1998 February 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

"BRIGADOON PARK", Hamilton

City's Share - $186,754.58, Owner's Share - $103,296.53

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Brigadoon Park", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that work not be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) That in the event the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City accept the lands for Nairne Street, shown as Parts 1 to 7 (inclusive) on Reference Plan 62R-14441, which lands will be dedicated to the City from the Ontario Realty Corporation by deed for $1; and,

(f) That upon registration of the Final Plan, the City Solicitor be authorized and directed to prepare a by-law for the establishment of Nairne Street and Brigadoon Drive as public highways, excepting a 1' (0.30 metre) reserve which will be established along the west side of Nairne Street; and,

(g) That the City's share of services in "Brigadoon Park", Hamilton ($186,754.58) be approved and that the Finance and Administration Committee recommend the source of funding.

4. **ADJOURNMENT**

There being no further business, the meeting then adjourned,

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1998 March 2nd

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 24
File No. TEC-083-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Columbia Drive adjacent to Monseigneur de Laval Elementary School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Columbia Drive commencing at a point 60 feet south of the south curb line of Bendamere Avenue and extending 188 feet southerly be extended a further 154 feet southerly, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

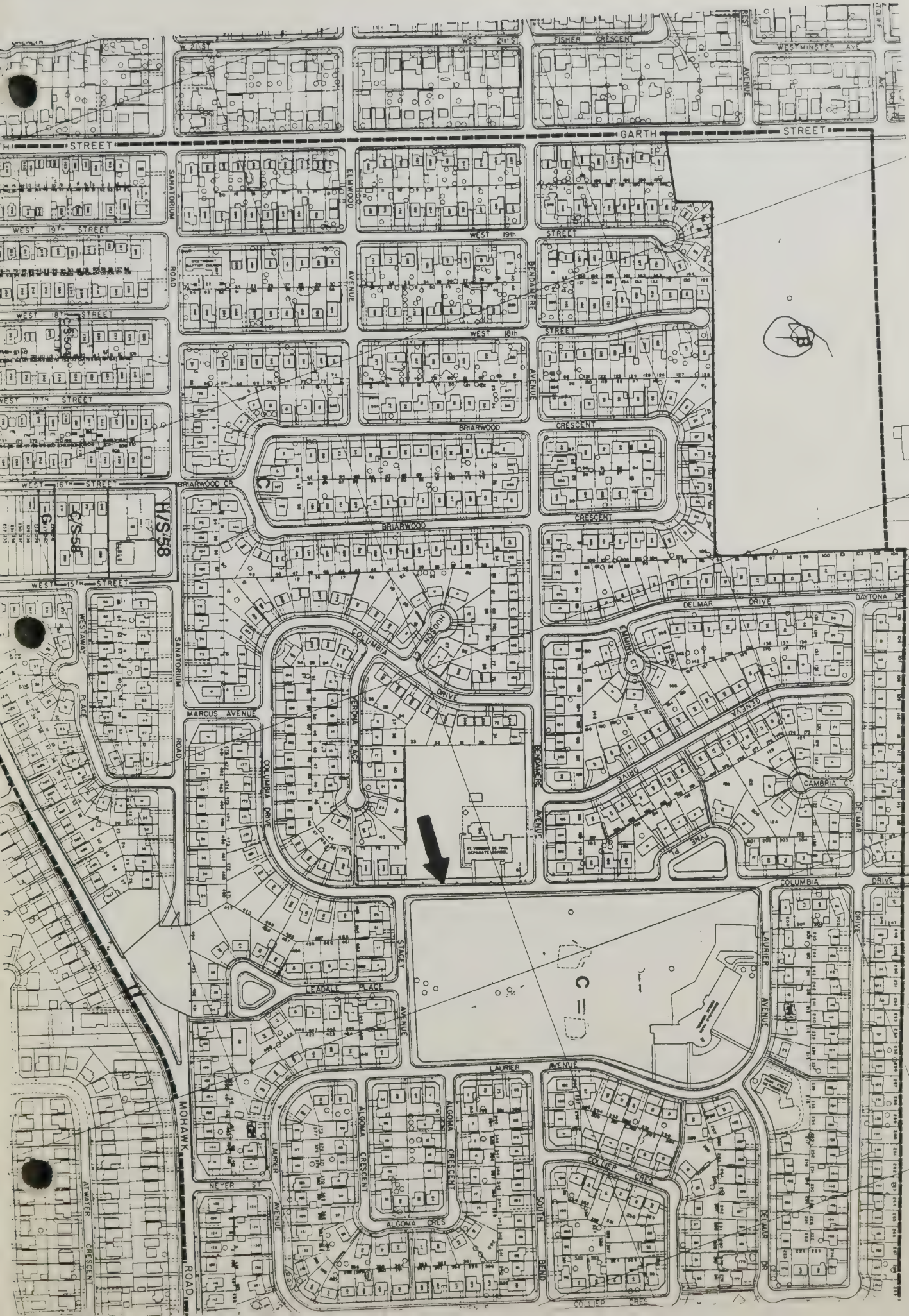
BACKGROUND:

The Principal of Monseigneur de Laval Elementary School has requested that the existing school bus loading zone on Columbia Drive be extended. Currently, there are 10 large buses and 2 mini-vans servicing this school and the existing school bus loading zones cannot accommodate the existing number of buses.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Columbia in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Typically, much of the curb side activity is used by

private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Columbia, staff concurs with this request.

TA/MBH/kg


GARTH STREET
WEST 19th STREET
WEST 18th STREET
WEST 17th STREET
WEST 16th STREET
WEST 15th STREET
BRIARWOOD CRESCENT
BRIARWOOD CR.
DELMAR DRIVE
DAYTONA DR.
COLUMBIA DRIVE
MARCUS AVENUE
LAURIER AVENUE
LEADALE PLACE
ALGOMA CRES.
COLLIER CRES.
MOHAWK ROAD
SANATORIUM ROAD
ELMWOOD AVENUE
BENDAMERE AVENUE
FISHER CRESCENT
WESTMINSTER AVE.
CAMBRIA CT.
GENEVA DRIVE
H/S 58
S/S 58

2(BXiX(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 26
File No. TEC-084-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 32 Somerset Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue commencing at a point 334 feet west of Barnesdale Avenue North and extending to a point 18 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Olive Contardi, No. 32 Somerset Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

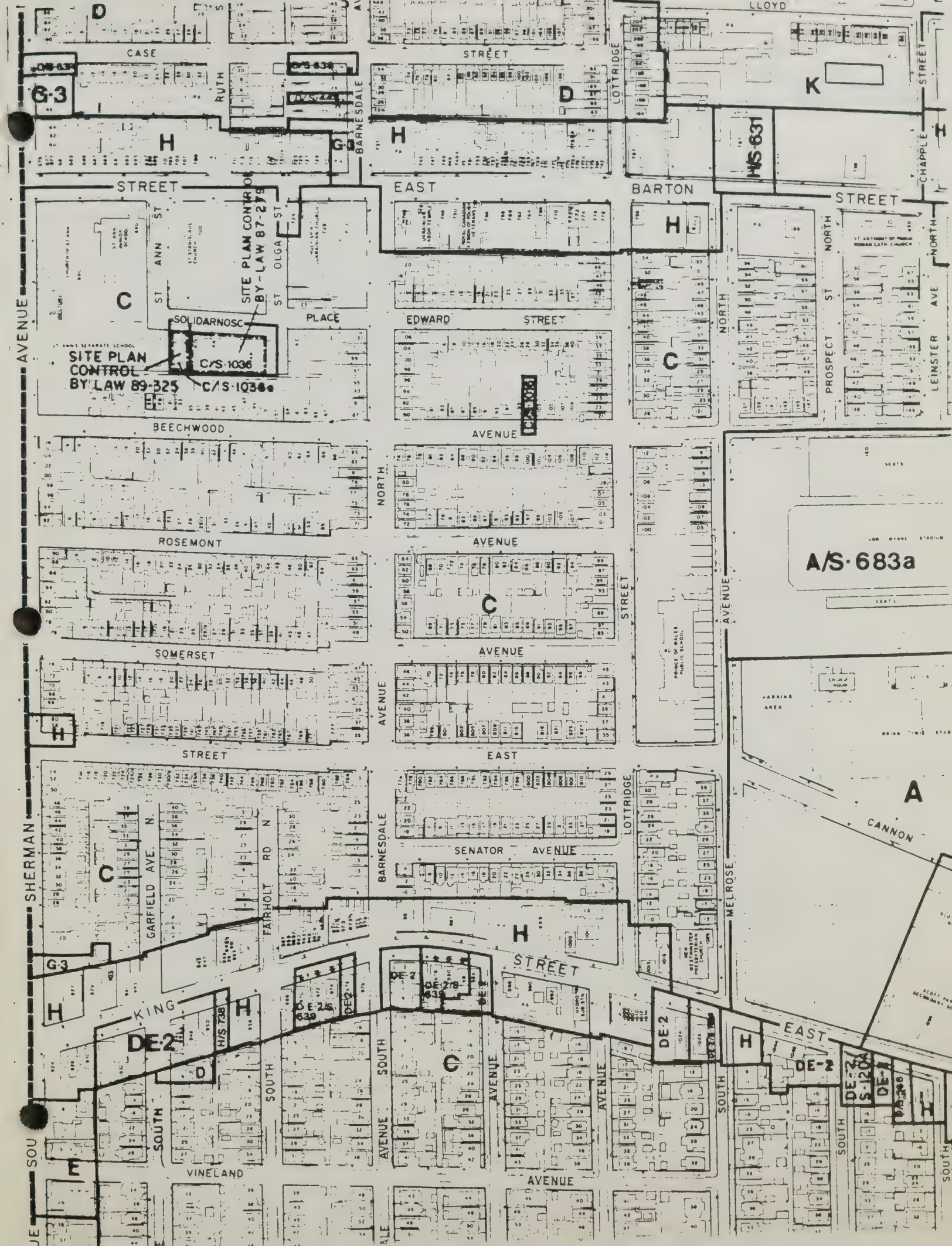
BACKGROUND:

Staff has received a request from Ms. Olive Contardi, 32 Somerset Avenue, that a reserved "Permit Parking" space be implemented on the south side of Somerset in front of her home since she is disabled.

Somerset has a 24 foot pavement width, and presently there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street to provide the applicant with a reserved parking space on a year-round basis, however, Ms. Contardi has advised that she requires a space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the south side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

Staff has confirmed that Ms. Contardi satisfies the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH


CASE
STREET
RUTH
BARNESDALE
LOTTRIDGE
LLOYD
STREET
CHAPPLE
STREET
EAST
BARTON
STREET
ANN ST
OLGA ST
PLACE
SITE PLAN CONTROL BY-LAW 87-279
SOLIDARNOSC
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
C/S-1036a
EDWARD
STREET
AVENUE
NORTH
PROSPECT ST
NORTH
LEINSTER AVE
NORTH
BEECHWOOD
ROSEMONT
SOMERSET
STREET
AVENUE
NORTH
AVENUE
STREET
AVENUE
A/S-683a
AVENUE
EAST
SENATOR
AVENUE
SHERMAN
AVENUE
GARFIELD AVE.
N.
FAIRHOLT RD
N.
BARNESDALE
LOTTRIDGE
MELROSE
CANNON
STREET
KING
DE-2
H/S-738
SOUTH
VINELAND
AVENUE
SOUTH
AVENUE
AVENUE
SOUTH
EAST
DE-2
DE-2
DE-1
SOUTH

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 February 27
File No. TEC-085-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 91 Gertrude Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Gertrude Street commencing at a point 36 feet west of Rowanwood Street and extending to a point 18 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

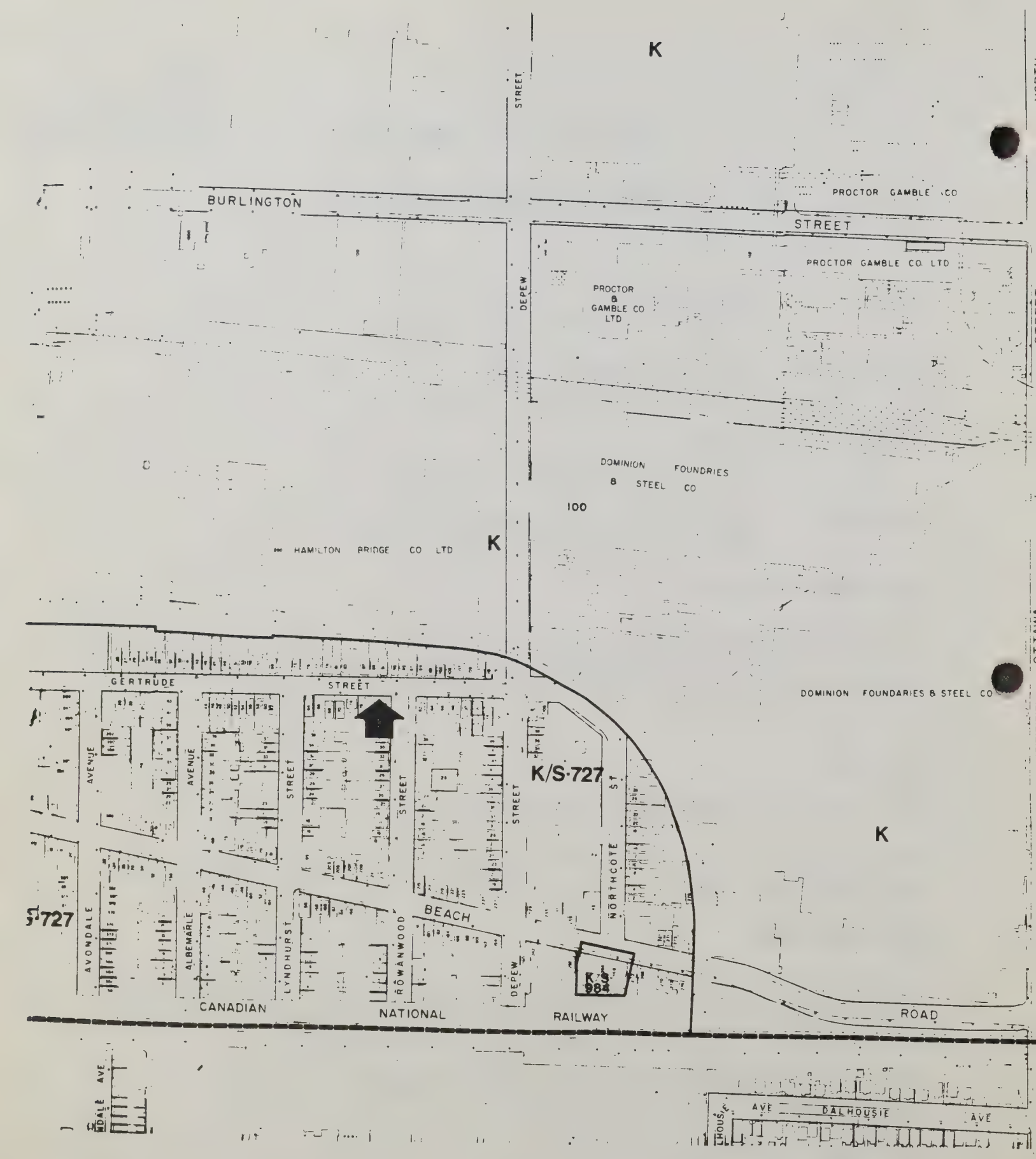
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Helen Stevens, 91 Gertrude Street, that the existing "Permit Parking" regulation on the north side of the street in front of her home be removed since she is moving. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the north side of the street.

CVB/MBH/kg


K
STREET
BURLINGTON
PROCTOR GAMBLE CO
STREET
PROCTOR GAMBLE CO LTD
DEPEW
PROCTOR & GAMBLE CO LTD
DOMINION FOUNDRIES & STEEL CO
100
HAMILTON BRIDGE CO LTD
K
GERTRUDE
STREET
DOMINION FOUNDARIES & STEEL CO
AVENUE
AVENUE
STREET
STREET
STREET
K/S-727
ST
K
S-727
AVONDALE
ALBEMARLE
LYNDHURST
ROWANWOOD
BEACH
DEPEW
NORTHCOTE
K/S 984
CANADIAN
NATIONAL
RAILWAY
ROAD
DALE AVE
AVE
DALHOUSIE
AVE
HOUSE

2(BXi)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 2
File No. TEC-087-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 37 Francis Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Francis Street commencing at a point 145 feet west of Douglas Street and extending to a point 20 feet westerly therefrom, and on the north side of Francis Street commencing at a point 68 feet west of Douglas Street and extending to a point 20 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

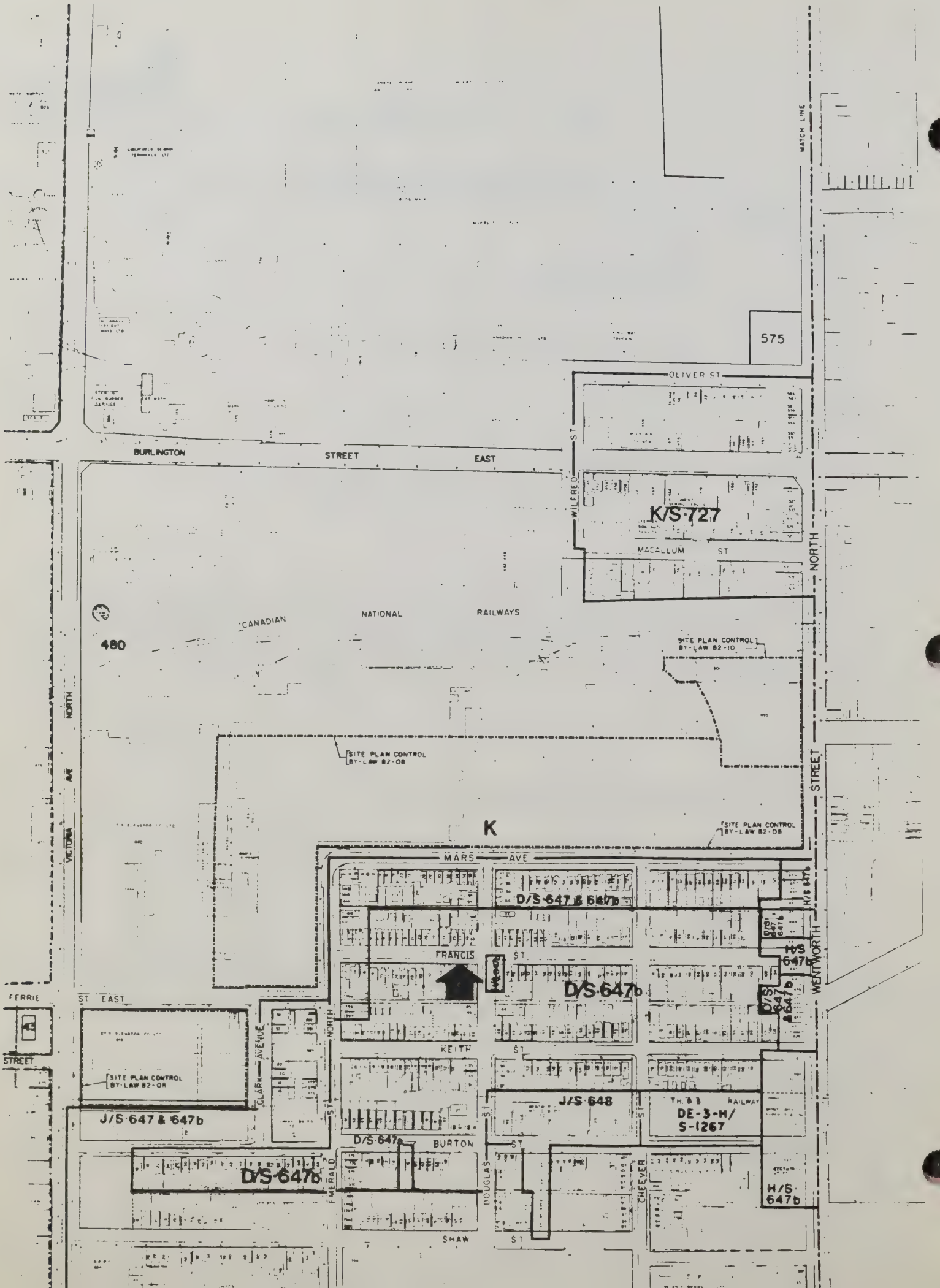
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident that the existing "Permit Parking" regulation in front of and across from No. 37 Francis Street, be removed as the resident has passed away. Staff has confirmed that Mrs. Florence Forbes, 37 Francis Street, has passed away, and therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to both sides of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kg


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
480
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
VICTORIA AVE NORTH
K
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
H/S 647b
FRANCIS ST
D/S-647b
WENTWORTH STREET
FERRIE ST EAST
KEITH ST
CLARK AVENUE NORTH
SITE PLAN CONTROL BY-LAW 82-08
J/S-647 & 647b
J/S-648
TH & B RAILWAY
DE-3-H/ S-1267
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CHEVIER ST
H/S 647b
SHAW ST

2(BXiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 2
File No. TEC-086-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Harrison Avenue, east of Harmony Avenue - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" corner clearance on the north side of Harrison Avenue commencing at Harmony Avenue and extending to a point 109 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

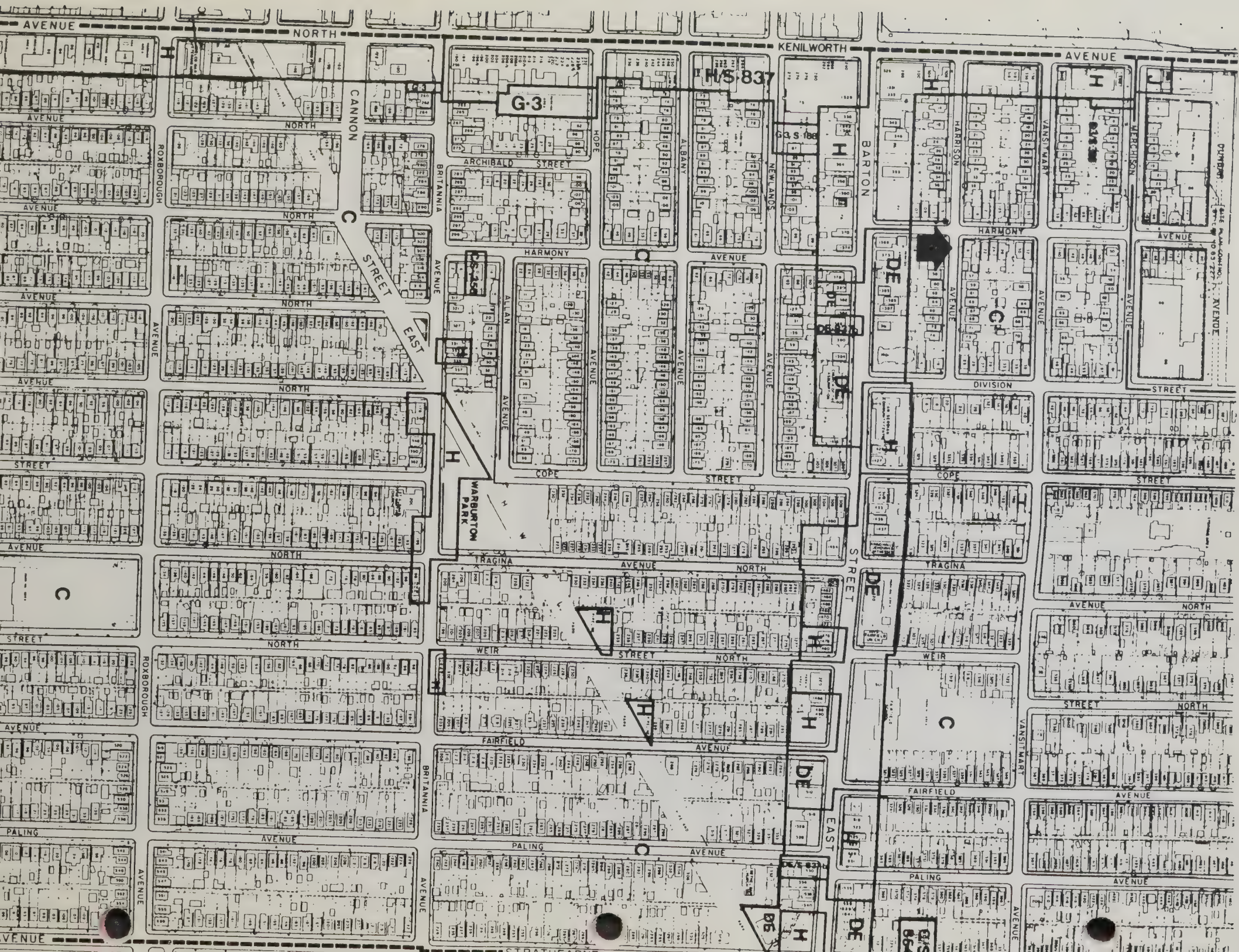
BACKGROUND:

Staff has received a request from Mr. Charles Agro, 62 Harrison Avenue, that the existing 109-foot "No Stopping" corner clearance on the north side of Harrison, immediately east of Harmony, be removed.

Harrison has a 28-foot pavement width, and presently, there is a "No Parking" regulation and the subject corner clearance on the north side and unrestricted parking on the south side of the street in this block.

The corner clearance was implemented many years ago to facilitate turning movements by H.S.R. buses. However, this section of Harrison is no longer a bus route, and therefore, staff has no serious objection to removing the "No Stopping" corner clearance. The subject area would be controlled by the existing "No Parking" regulation.

CVB/MBH/kg


KENILWORTH AVENUE
NORTH AVENUE
H/S 837
G-3
CANNON STREET EAST
BARTON STREET
ROXBOROUGH AVENUE
BRITANNIA AVENUE
HOPE STREET
ARCHIBALD STREET
ALBANY AVENUE
NEW LANDS AVENUE
HARMONY AVENUE
ALLAN AVENUE
COPE STREET
WARBURTON PARK
TRAGINA AVENUE
WEIR STREET
FAIRFIELD AVENUE
PALING AVENUE
HARRISON AVENUE
VANSITMART AVENUE
MERCHISON AVENUE
DUNBAR AVENUE
DIVISION STREET
TO 837 AVENUE

2(BX)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 2
File No. TEC-088-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sanatorium Road, east of Garth Street - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Sanatorium Road commencing at Garth Street and extending to a point 110 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

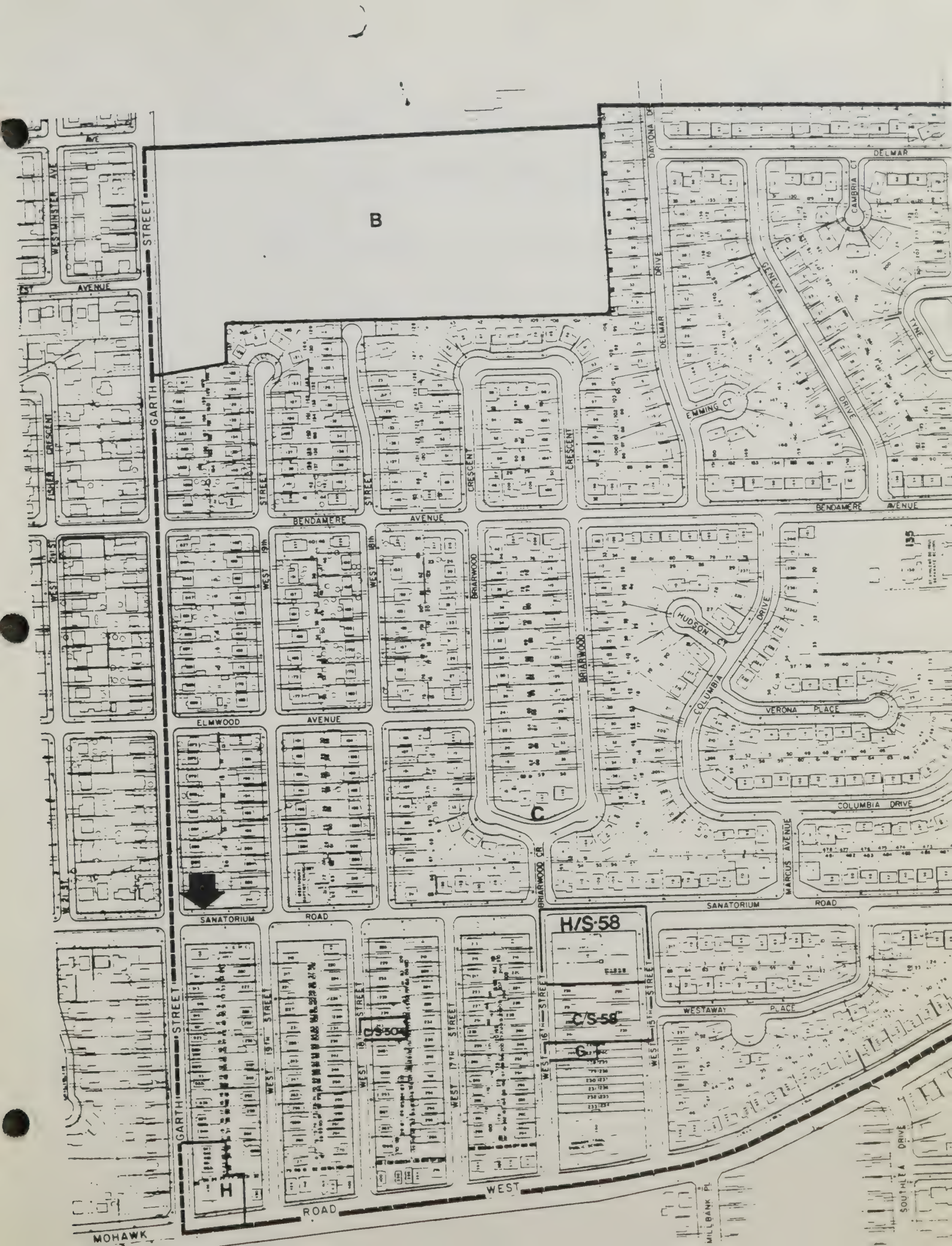
BACKGROUND:

Alderman Frank D'Amico has advised of a request from Mrs. E. Palidwor, 903 Garth Street, that a "No Parking" regulation be implemented on the south side of Sanatorium, east of Garth, to facilitate two-way traffic flow, driveway movements and turning movements at the intersection.

Sanatorium has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block except for a "No Parking" corner clearance on the north side of the street, east of Garth. Staff has confirmed that parked vehicles in this area do obstruct two-way traffic flow, driveway movements and turning movements at the intersection to some degree. Staff recently contacted Mrs. Stevens, 165 Sanatorium Road, whose property abuts the area of the requested regulation, and was advised that she supports the request.

The implementation of the requested regulation would result in the loss of approximately three on-street parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block, and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents. Therefore, staff concurs with the request.

CVB/MBH/kg


B
C
H/S-58
C/S-58
C/S-50
H
G
GARTH STREET
WESTMINSTER AVE
AVENUE
FISHER CRESCENT
BENDAMERE AVENUE
CRESCENT
DELMAR DRIVE
DAYTONA CR
DELMAR
CAMBRIA CT
GENEVA DRIVE
TYNE PL
EMMING CT
BENDAMERE AVENUE
WEST 21st
WEST 19th
WEST 18th
ELMWOOD AVENUE
BRIARWOOD
BRIARWOOD CR
HUDSON CT
DRIVE
COLUMBIA
VERONA PLACE
COLUMBIA DRIVE
MARCUS AVENUE
SANATORIUM ROAD
WEST 16th STREET
WEST 15th STREET
WEST 17th STREET
WESTAWAY PLACE
MILLBANK PL
SOUTHLEA DRIVE
MOHAWK ROAD WEST

2(B)(i)(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 5
File No. TEC-093-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Caroga Court between Bonaventure Drive and the southerly end - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Caroga Court between Bonaventure Drive and the southerly end be removed and a "No Parking" regulation be implemented on the east side of Caroga Court between Bonaventure Drive and the southerly end, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

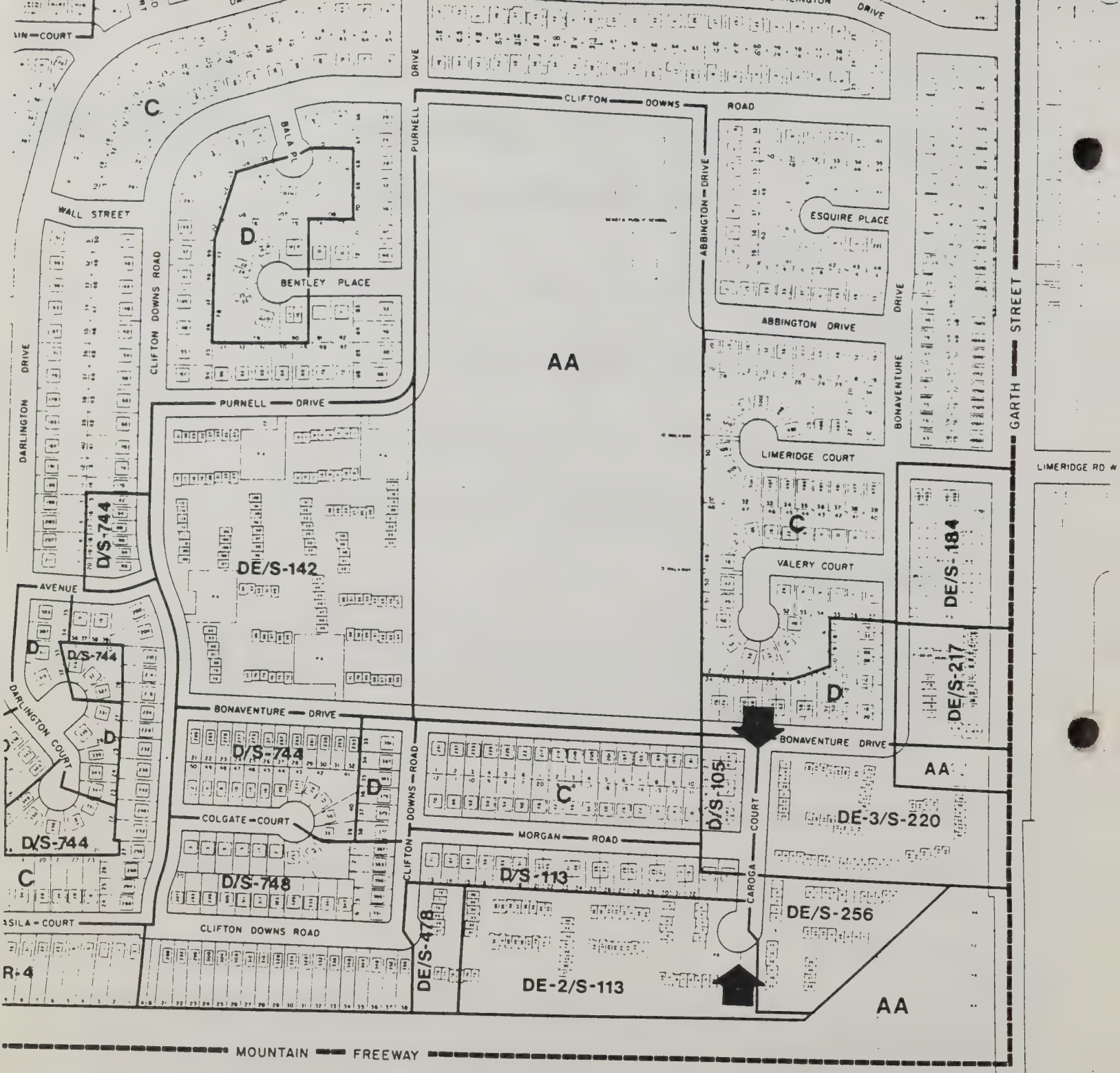
Sufficient funds have been made available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of six of the seven single family residential properties abutting Caroga between Bonaventure and the southerly end requesting that the existing "No Parking" regulation on the west side be switched to the east side of the street and allow unrestricted parking on the west side of the street in this block. Four of the residents who signed the petition are in favour of the requested change, one is opposed and one has no opinion. Staff has contacted the one additional resident and has been advised that he has no opinion regarding the requested change.

Caroga has a 28-foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the west side than there are on the east side of the street. An investigation has confirmed that there are ten parking spaces on the west side and only six parking spaces on the east side. Therefore, since 57 percent of the abutting residents are in favour of the requested changes to the existing regulation, staff concurs with the request.

CVB/MBH/kg


CLIFTON DOWNS ROAD
PURNELL DRIVE
ABBINGTON DRIVE
BONAVENTURE DRIVE
GARTH STREET
LIMERIDGE RD W
WALL STREET
BENTLEY PLACE
ESQUIRE PLACE
LIMERIDGE COURT
VALERY COURT
DARLINGTON COURT
COLGATE COURT
MORGAN ROAD
CAROGA COURT
AA
C
D
D/S-744
DE/S-142
DE/S-184
DE/S-217
D/S-105
DE-3/S-220
D/S-748
D/S-113
DE/S-256
DE/S-478
DE-2/S-113
R-4
MOUNTAIN FREEWAY

2(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 16
File No. TEC-098-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Douglas Street between Keith Street and the TH&B Tracks
- Parking Regulations

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Douglas Street between Keith Street and the TH&B Tracks be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

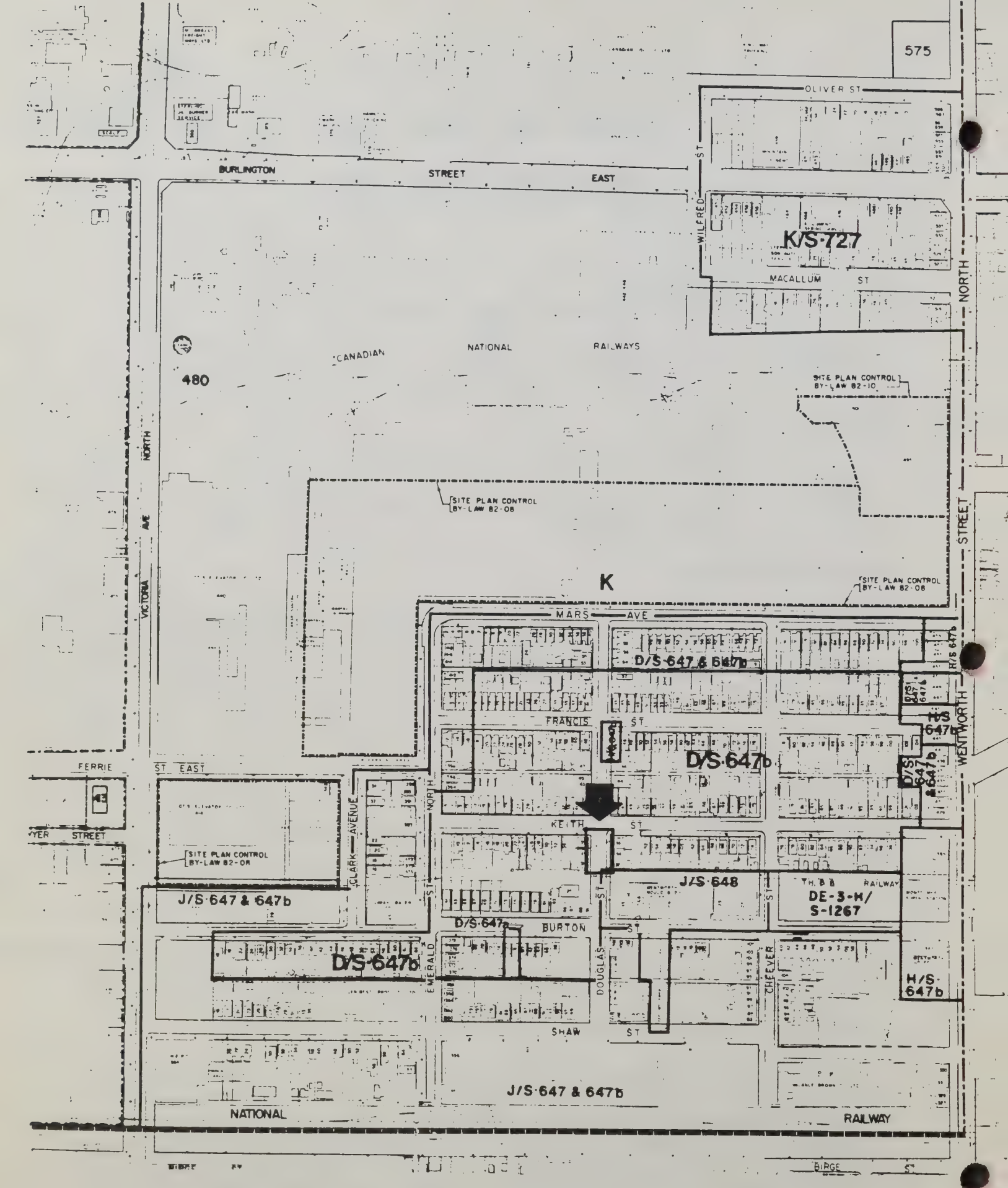
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of four of the six residential properties abutting Douglas between Keith and the TH&B Tracks, requesting that the existing "Permit Parking" regulation be removed from the east side of the street in this section. All four of the residents who signed the petition are in favour of removing the regulation.

Douglas has a 24-foot pavement width, and presently, there is a "Permit Parking" regulation on the east side and a "No Stopping" regulation on the west side of the street in this section of the block. City Council at its 1995 August 29, meeting approved the implementation of the "Permit Parking" regulation. However, the resident who circulated the petition has advised that the residents prefer to have unrestricted parking on their street. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH STREET
CANADIAN NATIONAL RAILWAYS
480
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
VICTORIA AVE NORTH
K
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
H/S 647b
FRANCIS ST
D/S-647b
FERRIE ST EAST
KEITH ST
CLARK AVENUE NORTH
SITE PLAN CONTROL BY-LAW 82-08
J/S-647 & 647b
J/S-648
T.H.&B. RAILWAY
DE-3-H/ S-1267
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CHEEVER ST
H/S-647b
D/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

2(BXiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 23
File No. TEC-102-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 2 Southview Place - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Paul Street commencing at a point 36 feet west of Southview Place and extending to a point 22 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Goodman, 2 Southview Place.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

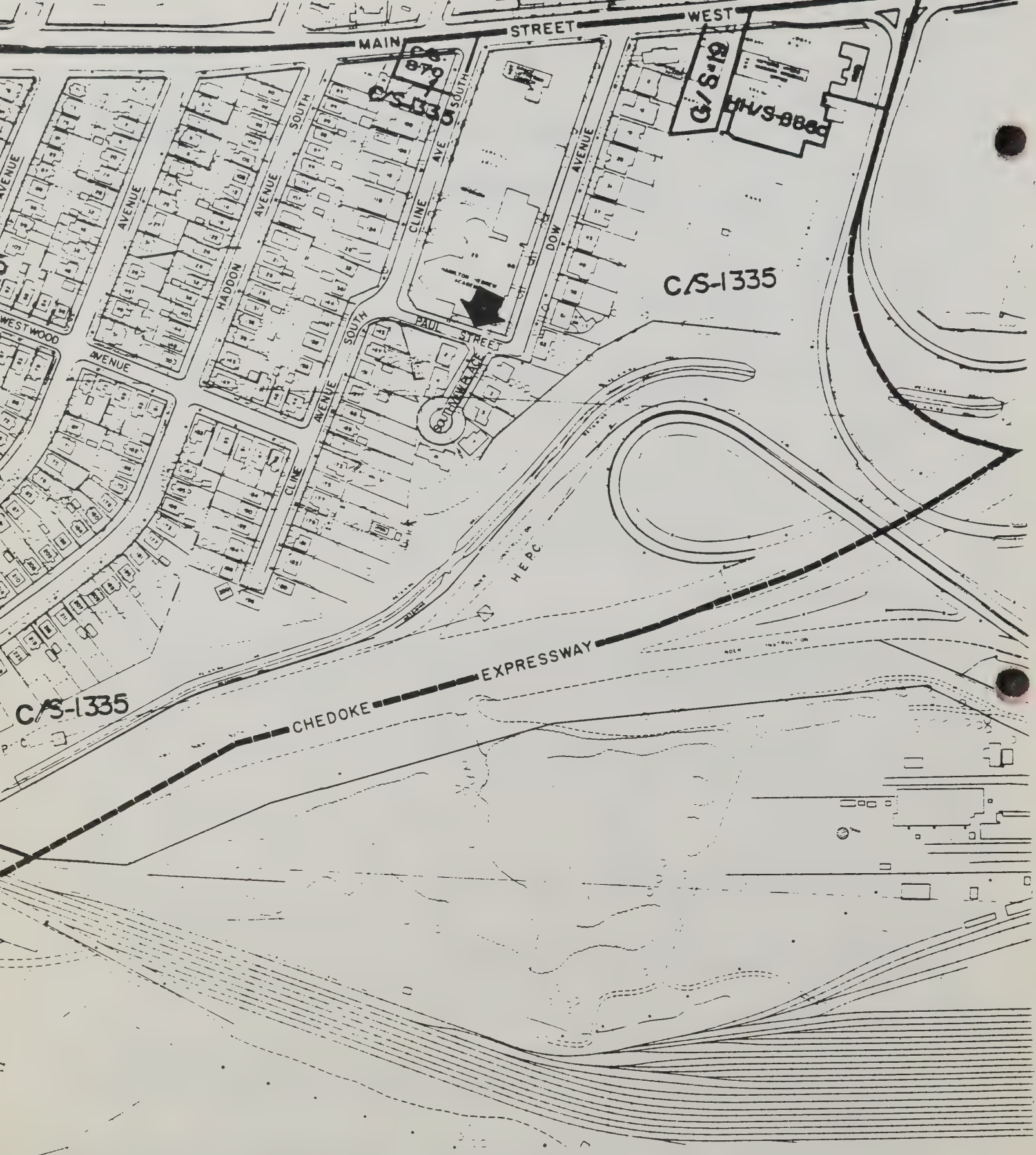
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Goodman, 2 Southview Place, that a reserved "Permit Parking" space be designated on the south side of Paul directly adjacent to her home since she is disabled.

Paul has a 21-foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area. Staff has confirmed that Mrs. Goodman meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces. Therefore, staff concurs with the request.

cc MH
CVB/MBH/kg


MAIN STREET WEST
C/S-870
C/S-1335
C/S-19
HVS-8868
CLINE AVE SOUTH
DOW AVENUE
C/S-1335
PAUL STREET
SOUTHVIEW PLACE
HAMDON AVENUE
CLINE AVENUE SOUTH
WESTWOOD AVENUE
HEPC
CHEDOKE EXPRESSWAY
C/S-1335

2(BXiX)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 23
File No. TEC-103-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Corsica Court, north of Bonaparte Way - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Corsica Court (including the bulb) commencing at Bonaparte Way and extending to the south property line of No. 10 Corsica Court, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

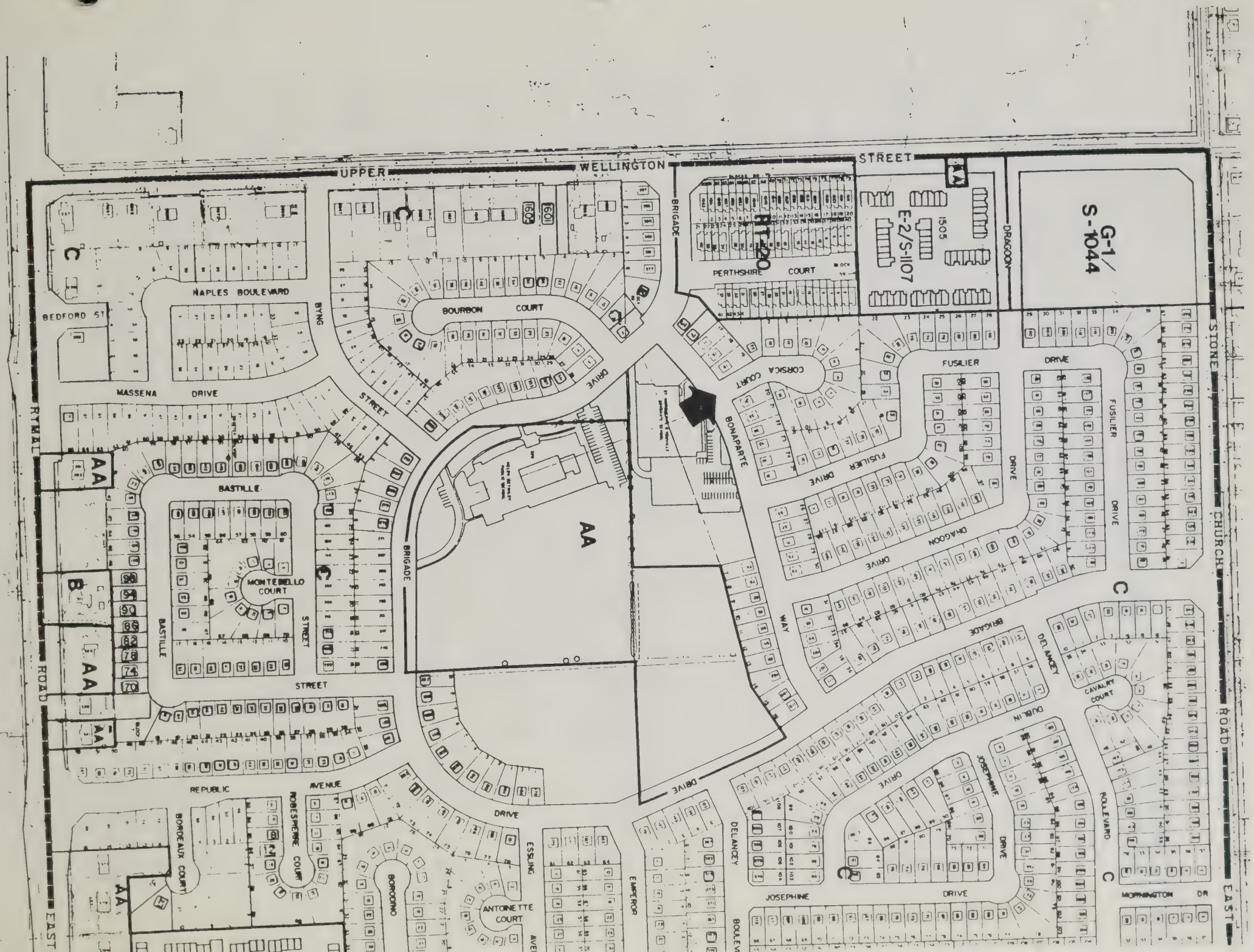
BACKGROUND:

Alderman Terry Anderson advised staff of a request to implement a "No Parking" regulation on Corsica Court. As a result, staff received a petition signed by representatives of 11 of the 13 residential properties abutting Corsica, requesting that a "No Parking" regulation be implemented on the east side of Corsica between Bonaparte and the south property line of No. 10 Corsica Court. All eleven residents who signed the petition are in favour of the requested regulation.

Corsica has a 29-foot pavement width, and presently, there is unrestricted parking on both sides of the street. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by teachers at St. Marguerite D'youville Separate School and parked vehicles on both sides of the street obstructing two-way traffic flow and driveway movements.

Staff generally supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Therefore, since 85 percent of the abutting residents support the requested regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/kag


UPPER WELLINGTON STREET
NAPLES BOULEVARD
BEDFORD ST
MASSENA DRIVE
BYNG
BOURBON COURT
DRIVE
BRIGADE
PERTHSHIRE COURT
CORSICA COURT
DRAGOON
1505
E-2/S-1107
G-1/S-1044
FUSILIER DRIVE
BONAPARTE
CHURCHILL
STONE ROAD
RYMAL ROAD
EAST
BASTILLE
MONTEBELLO COURT
STREET
WAY
DRIVE
REPUBLIC AVENUE
BORDEAUX COURT
ROBESPIERRE COURT
BORODINO
ESSLING
ANTOINETTE COURT
EMPEROR
DELANCEY
JOSEPHINE
DUBLIN
CAVALRY COURT
BOULEVARD
MORNINGTON DR
AA
A
B
C

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 25
File No. TEC-106-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Caroline Street North, south of Windsor Street - Parking Regulations

RECOMMENDATION:

That a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Caroline Street North commencing at a point 24 feet south of Windsor Street and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

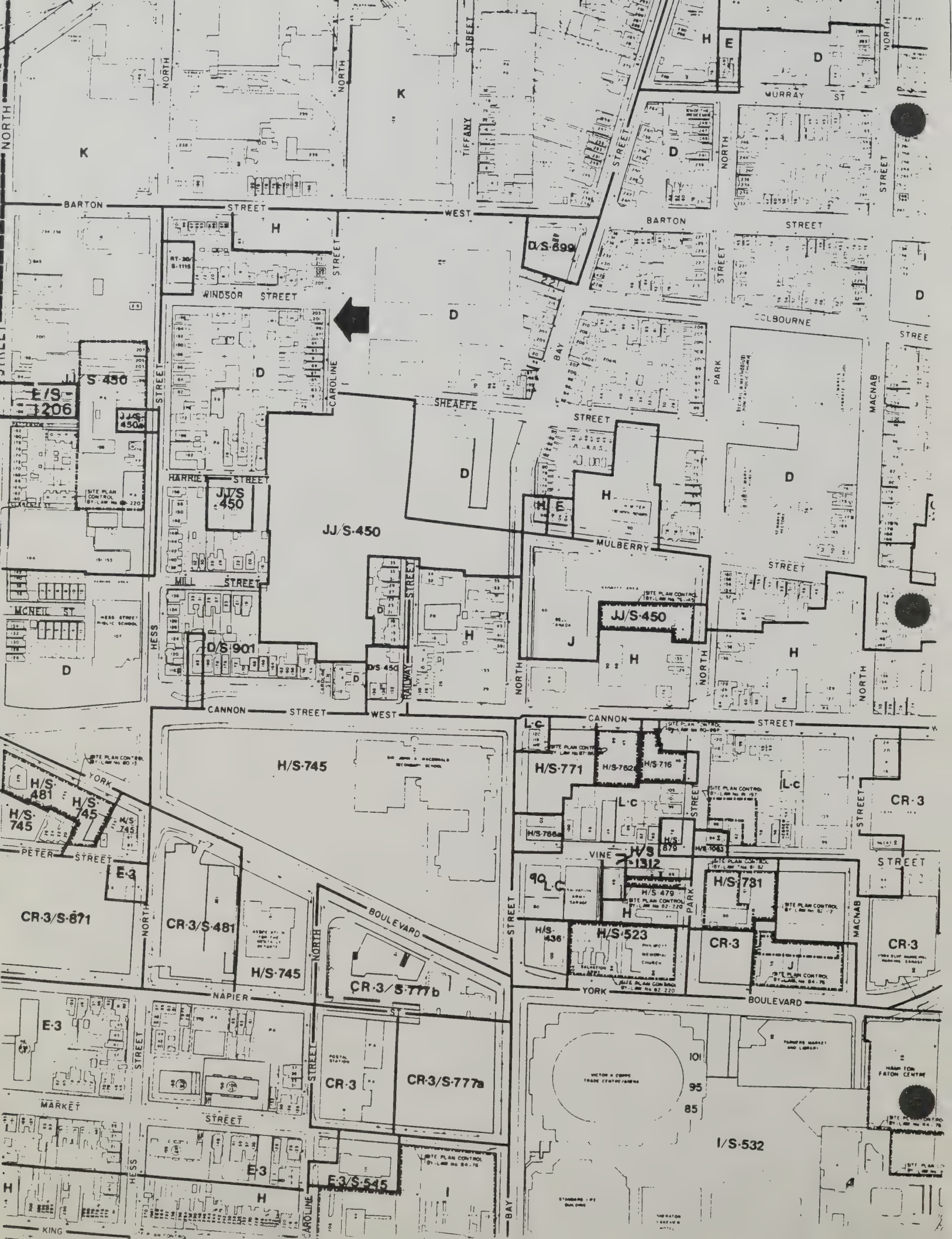
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from staff of the City of Hamilton Stores Yard that a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Caroline, south of Windsor, opposite the driveway, to facilitate truck turning movements into and out of this property.

Caroline has a 25-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation will result in the loss of one on-street parking space during the day, Monday to Friday. However, this area will be available after 4:00 p.m. and all day on the weekend and since parking is permitted on both sides for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


BARTON STREET WEST
WINDSOR STREET
HARRIET STREET
MILL STREET
MCNEIL ST
CANNON STREET WEST
CANNON STREET
SHEAFFE STREET
MULBERRY STREET
COLBOURNE STREET
MURRAY ST
TIFFANY STREET
CAROLINE STREET
HESS STREET
BAY STREET
MACNAB PARK
YORK BOULEVARD
NAPIER ST
PETER STREET
VINE
MARKET STREET
KING
RAILWAY
NORTH
D/S-899
D/S-901
D/S-450
JJ/S-450
E/S-1206
S-450
H/S-745
H/S-481
H/S-771
H/S-762
H/S-716
H/S-766
H/S-879
H/S-1043
H/S-1312
H/S-781
H/S-479
H/S-523
H/S-436
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
CR-3
E-3
E-3/S-545
I/S-532
L-C
H
D
J
K

2(BXiX(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 30
File No. TEC-113-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Beach Road between Depew Street and Northcote Street-
Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Beach Road commencing Northcote Street and extending to a point 120 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

Mark B. Hagell for D Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

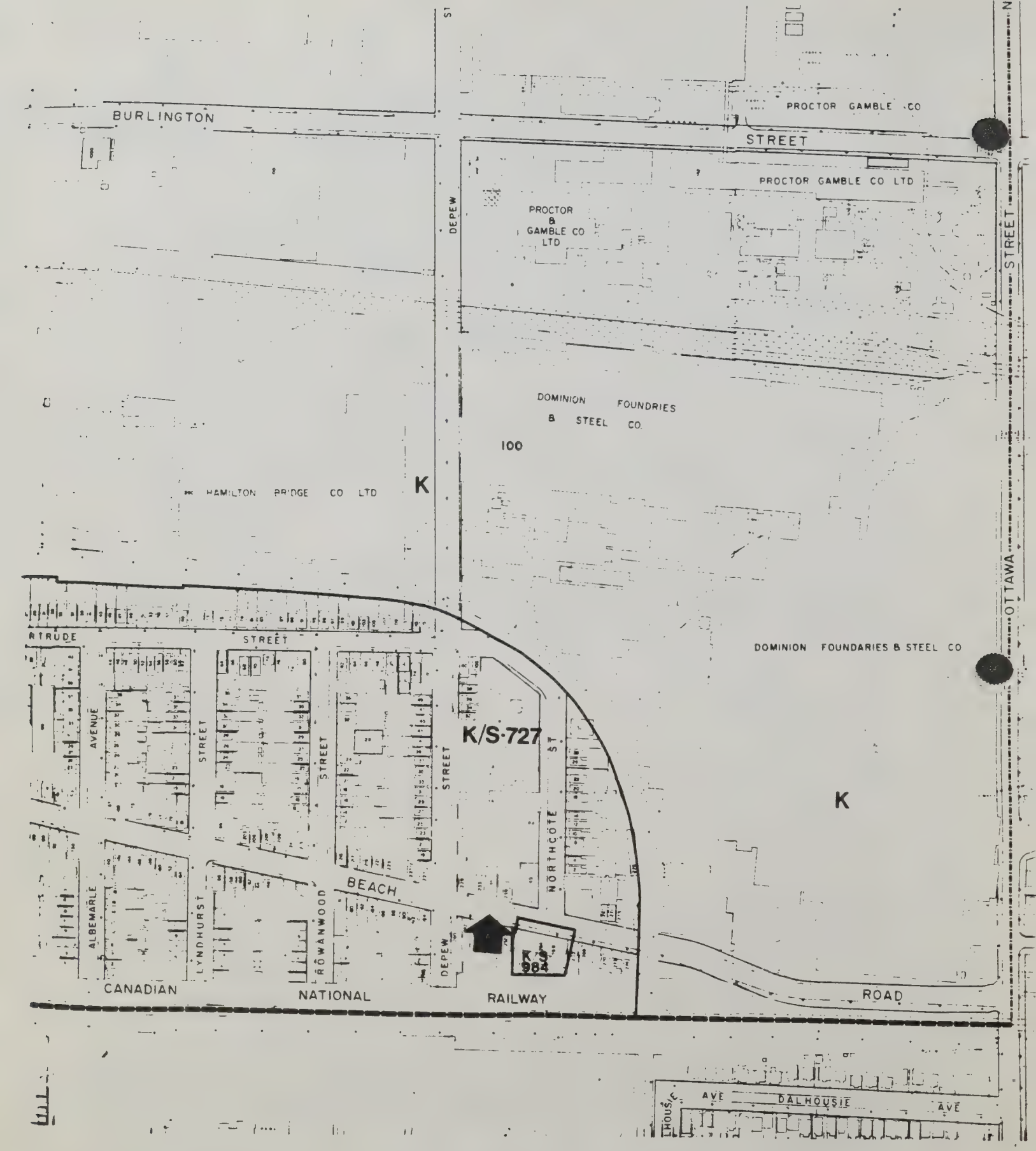
BACKGROUND:

Alderman Bernie Morelli convened a meeting between staff and Mr. Jim Craig, owner of J&E Precision Collision, 237 Beach Road, to address parking concerns in this block. Mr. Craig subsequently requested that the existing "One Hour Parking Time Limit" regulation directly in front of his business be removed to allow long- term parking by customers. The subject regulation was implemented in 1985 as a result of a request from Precision Collision.

Beach has a 37-foot pavement width, and presently, there is a "One Hour Parking Time Limit, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of the street in front of the subject business, and a "No Stopping" bus stop directly west and corner clearance directly east of the subject time limit area. There is a "No Parking" regulation on the south side of the street in this block.

The land use adjacent to the subject time limit is commercial. However, since Mr. Craig is the owner of the business abutting the subject area, staff has no serious objections to removing the regulation to allow unrestricted parking in this area and therefore concurs with this request.

MH
CVB/MBH/kag


BURLINGTON
STREET
PROCTOR GAMBLE CO
PROCTOR GAMBLE CO LTD
PROCTOR & GAMBLE CO LTD
DEPEW
OTTAWA STREET
DOMINION FOUNDRIES & STEEL CO.
100
HAMILTON BRIDGE CO LTD
K
DOMINION FOUNDARIES & STEEL CO
K/S-727
K
K/S 984
BEACH
ALBEMARLE
LYNDHURST
ROWANWOOD
NORTHCOTE ST
CANADIAN
NATIONAL
RAILWAY
ROAD
DALHOUSIE AVE

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 03
File No. TEC-090-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Blanshard Street and Poulette Street - Intersection Control

RECOMMENDATION:

That westbound traffic on Blanshard Street be required to stop for northbound and southbound traffic on Poulette Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

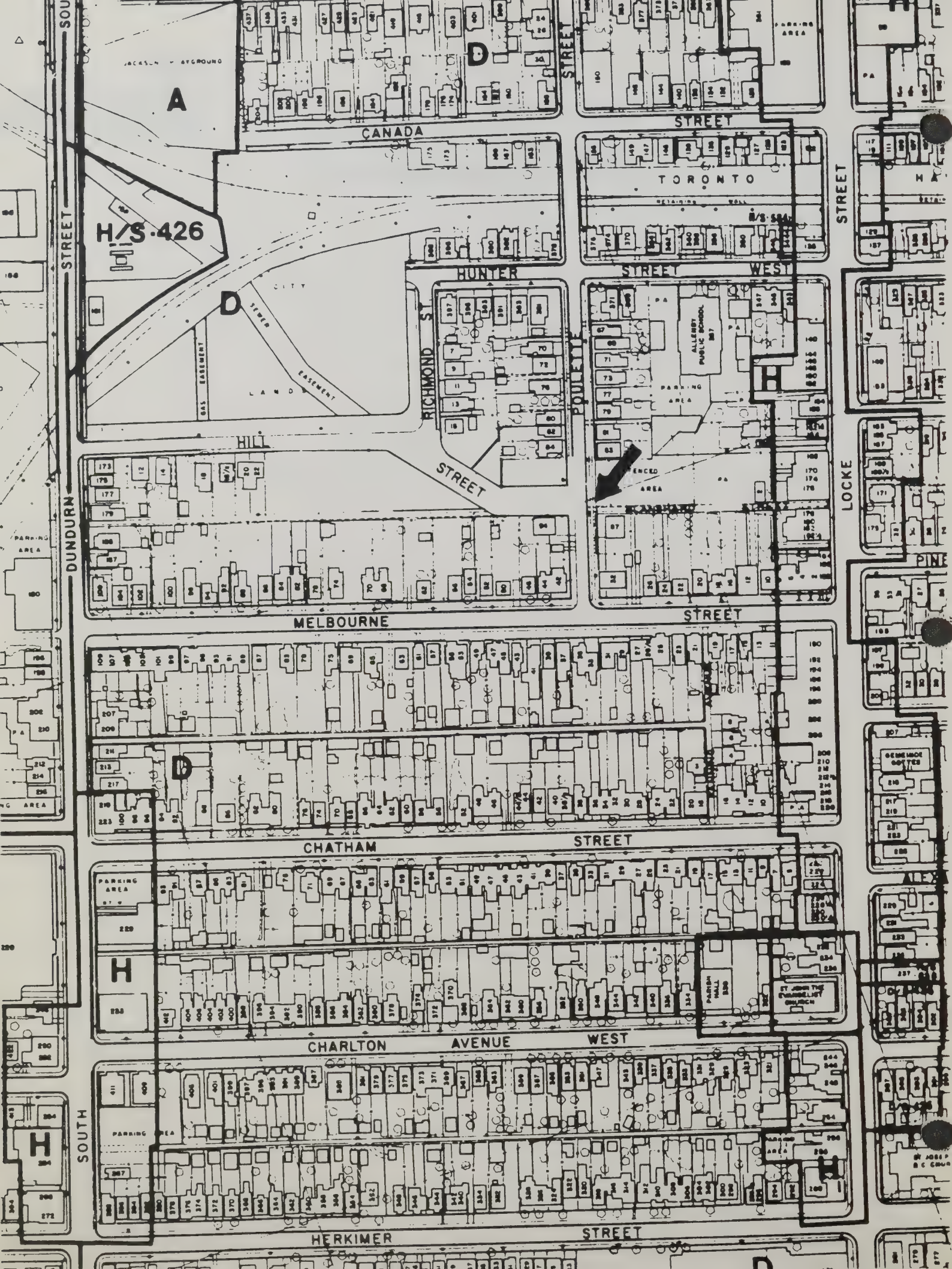
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Renee Johnston, 81 Poulette Street, that stop control be implemented at the intersection of Blanshard and Poulette. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Blanshard, which is a one-way street, be required to stop for northbound and southbound traffic on Poulette.

CVB/MBH/klk


A
D
H/S-426
CANADA
STREET
TORONTO
HUNTER
STREET WEST
RICHMOND ST
POULETT
HILL
STREET
MELBOURNE
STREET
LOCKE
DUNDURN
STREET
CHATHAM
STREET
H
CHARLTON
AVENUE
WEST
SOUTH
HERKIMER
STREET
PINE

2(BXiii)b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 5
File No. TEC-091-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Falconridge Drive and Upper Paradise Road
- Intersection Control

RECOMMENDATION:

That eastbound traffic on Falconridge Drive be required to stop for northbound and southbound traffic on Upper Paradise Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

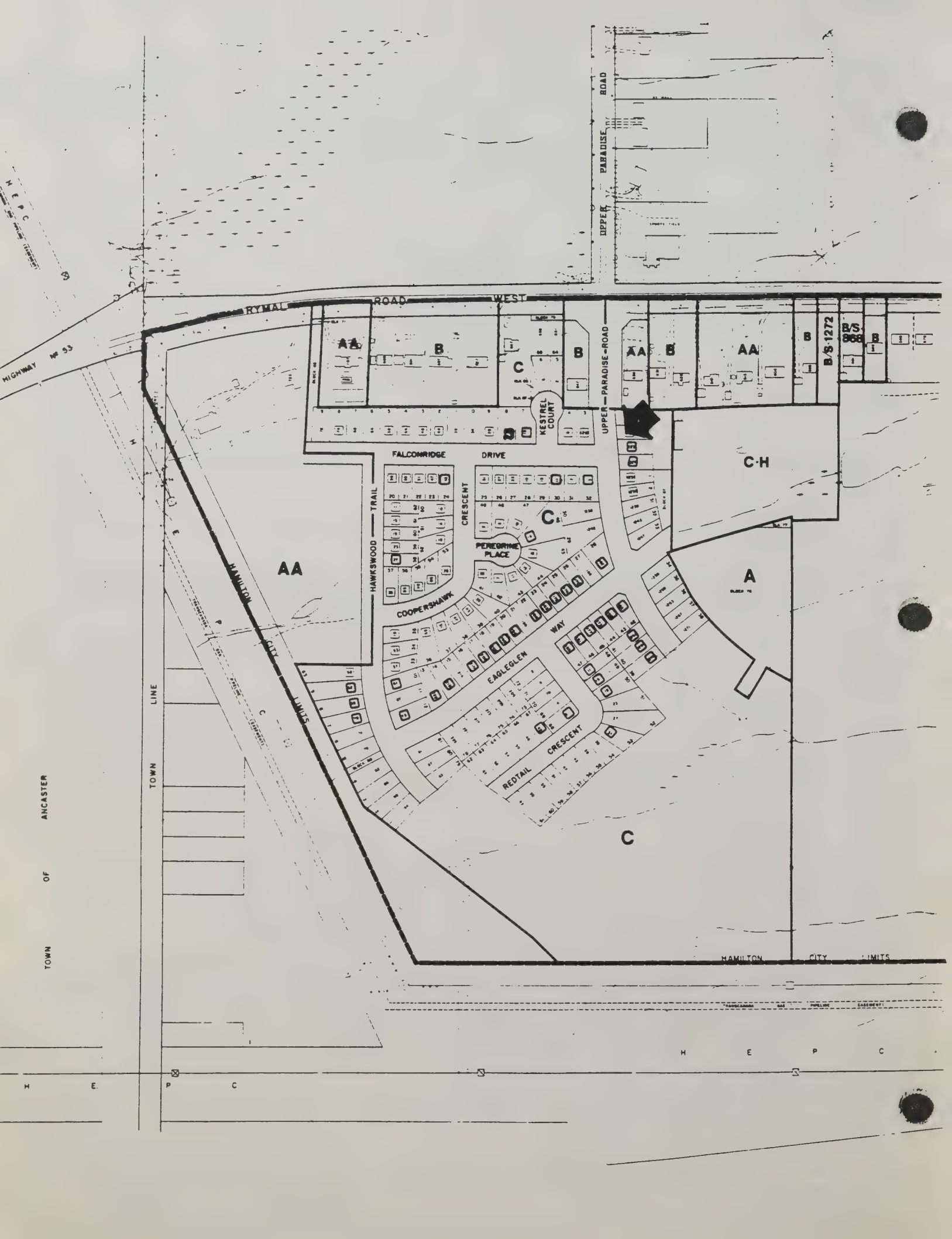
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Patrick Keller, 46 Redtail Crescent, that stop control be implemented at the intersection of Falconridge and Upper Paradise. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Falconridge be required to stop for northbound and southbound traffic on Upper Paradise.

CVB/MBH/kg


RYMAL ROAD WEST
UPPER PARADISE ROAD
HIGHWAY No 53
H E P C
AA
B
C
B
AA
B
AA
B
B/S 1272
B/S 868
B
KESTREL COURT
UPPER PARADISE ROAD
FALCONRIDGE DRIVE
HAWKSWOOD TRAIL
CRESCENT
C
PEREGRINE PLACE
C-H
AA
A
COOPERSHAWK WAY
EAGLEGLEN
REDTAIL CRESCENT
C
HAMILTON CITY LIMITS
TOWN LINE
TOWN OF ANCASTER
H E P C
H E P C

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(ii)(c)

DATE: 1998 March 5
File No. TEC-092-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Cardinal Drive and Fieldway Drive
- Intersection Control

RECOMMENDATION:

That westbound traffic on Fieldway Drive be required to stop for northbound and southbound traffic on Cardinal Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

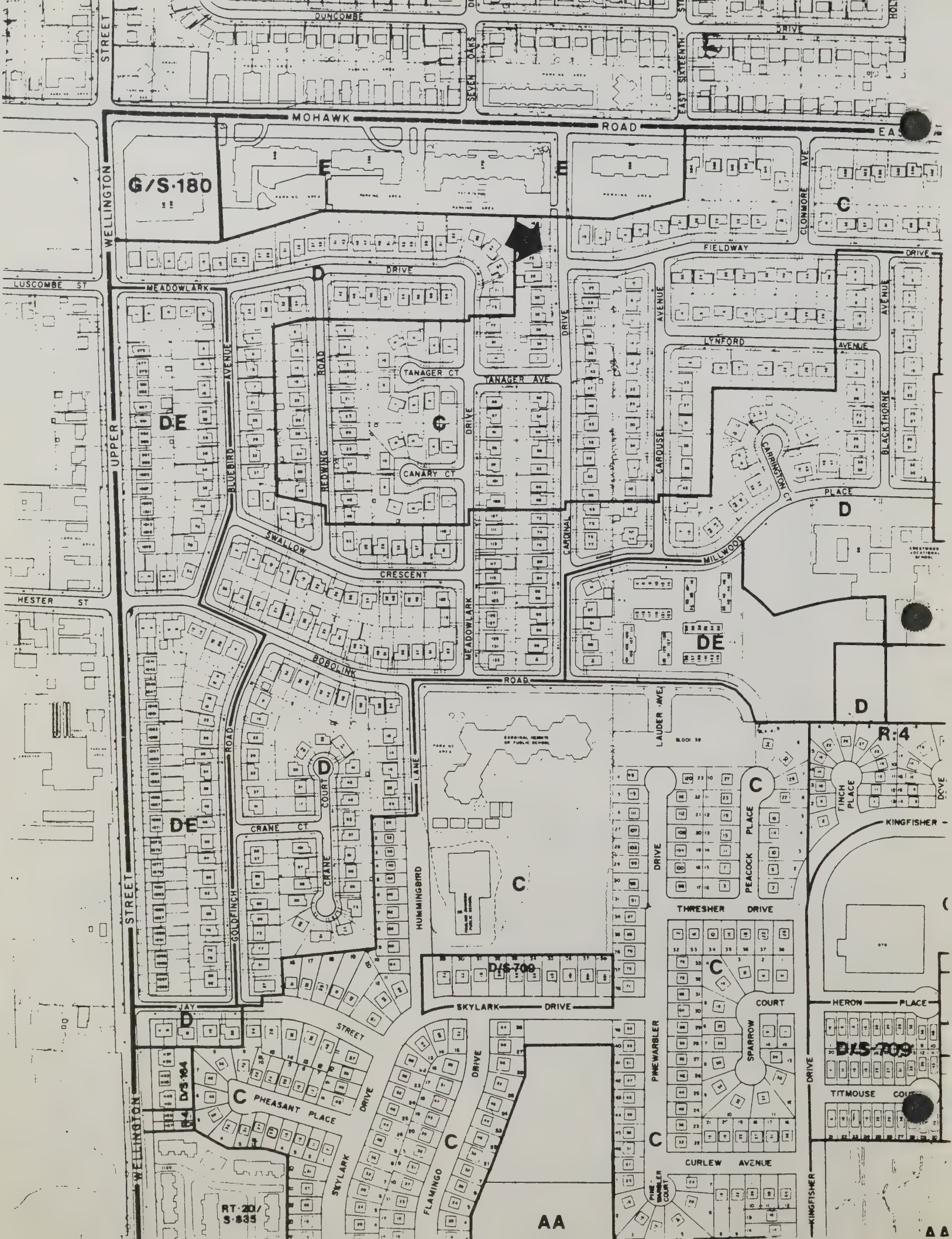
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from an area resident that stop control be implemented at the intersection of Cardinal and Fieldway.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Fieldway be required to stop for northbound and southbound traffic on Cardinal.

CVB/MBH/kg


MOHAWK ROAD
WELLINGTON STREET
G/S-180
DUNCOMBE DRIVE
SEVEN OAKS
EAST SIXTEENTH DRIVE
CLONMORE AVENUE
FIELDWAY DRIVE
LUSCOMBE ST
MEADOWLARK DRIVE
UPPER WELLINGTON STREET
BLUEBIRD AVENUE
REDWING ROAD
TANAGER CT
TANAGER AVE
CANARY CT
CARQUSEL AVENUE
LYNFORD AVENUE
BLACKTHORNE AVENUE
CARRINGTON CT
PLACE
MILLWOOD
CARDINAL DRIVE
SWALLOW CRESCENT
MEADOWLARK ROAD
HESTER ST
BOBOLINK ROAD
LAUDER AVE
BLOCK 39
CARDINAL HEIGHTS PUBLIC SCHOOL
CRESTWOOD VOCATIONAL SCHOOL
R-4
FINCH PLACE
KINGFISHER DRIVE
PEACOCK PLACE
THRESHER DRIVE
HUMMINGBIRD LANE
GOLDFINCH ROAD
CRANE COURT
CRANE
D/S-709
SKYLARK DRIVE
JAY STREET
PHEASANT PLACE
DRIVE
D/S-164
R-4
SKYLARK
FLAMINGO DRIVE
PINEWARBLER COURT
SPARROW COURT
CURLEW AVENUE
HERON PLACE
TITMOUSE COURT
RT-20/
S-835
AA

2(BXiiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 04
File No. TEC-094-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Arthur Avenue South and Avalon Place - Intersection Control

RECOMMENDATION:

That westbound traffic on Avalon Place be required to stop for northbound and southbound traffic on Arthur Avenue South and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operational budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Diane Ostertag, No. 21 Arthur Avenue South, that stop control be implemented at the intersection of Arthur and Avalon. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule", which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on Avalon be required to stop for northbound and southbound traffic on Arthur.

CVB/MBH

STREET
EAST
J/S-326
D/S-459
D/S-460
D/S-1276
SITE PLAN CONTROL BY-LAW No. 80-104 BY-LAW No. 80-232
ADAMS ST
MADISON
NORTH
GREENAWAY AVENUE
HAZEL AVENUE
STREET
STIRTON TOT LOT
BIRCH
D
mr-2
WILSON
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-05
DE-3/S -1073a
AVENUE
SANFORD
3/S-1324
ACORN
STREET
G3/S-1073
J/S-326
SITE PLAN CONTROL BY-LAW No. 80-231
ARTHUR
AVENUE
NORTH
STIRTON
FAIRLEIGH AVENUE
H
735
EAST
STREET
SOUTH
AVENUE
H/S-1073
AVALON PLACE
D/S-1971
E/S-1201
E3
AIKMAN
AVENUE
D
G-3
E
FAIRLEIGH
AVENUE

2(B)(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 17
File No. TEC-099-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Uplands Avenue and Norwood Road - Intersection Control

RECOMMENDATION:

That southbound traffic on Uplands Avenue be required to stop for eastbound and westbound traffic on Norwood Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

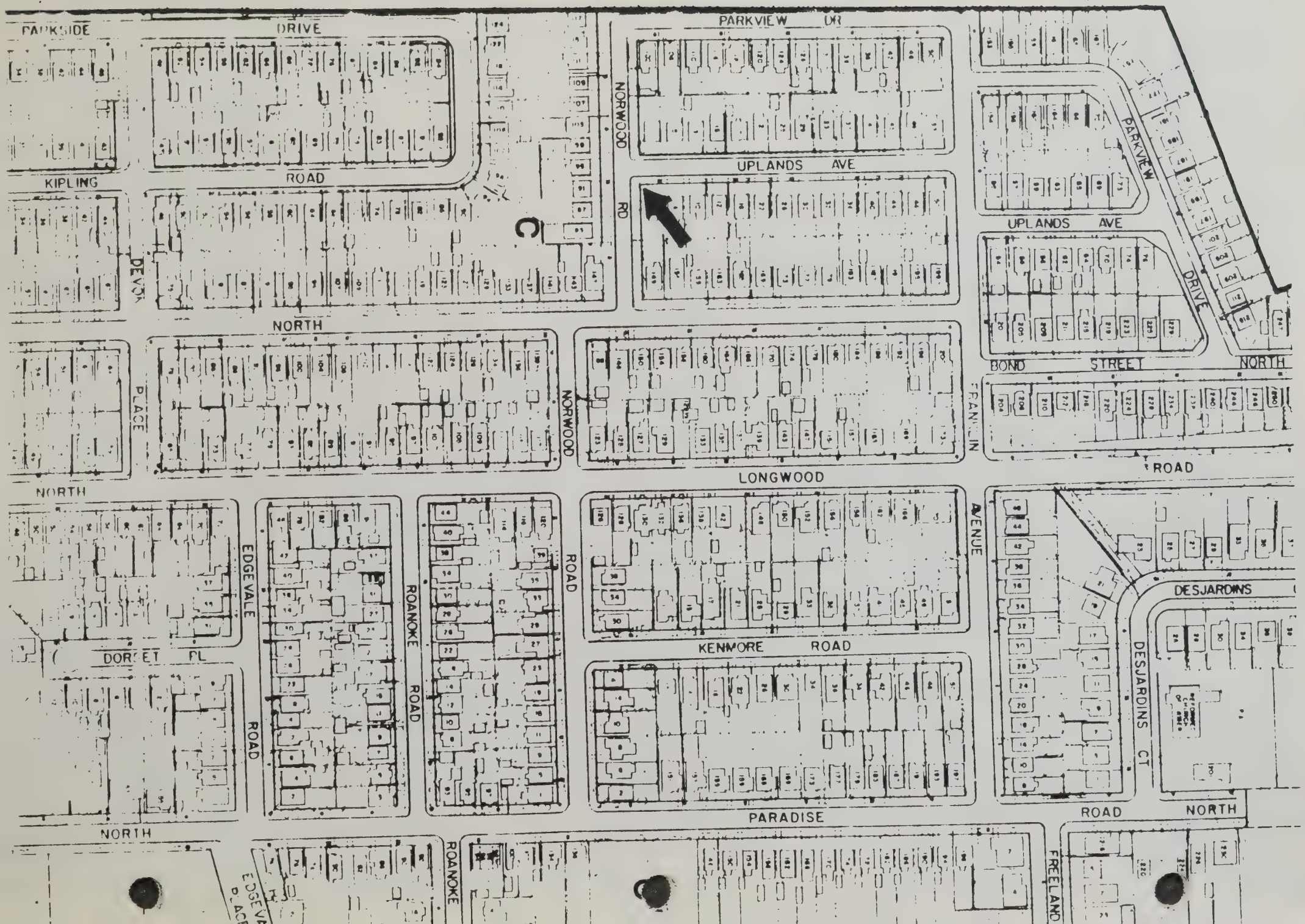
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Marvin Caplan has advised of a request from Ester Levy, 53 Uplands Avenue, that stop control be implemented at the intersection of Uplands and Norwood. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Uplands be required to stop for eastbound and westbound traffic on Norwood.

CVB/MBH/klk


PARKSIDE
DRIVE
KIPLING
ROAD
DEVON
NORTH
PLACE
NORTH
NORWOOD
RD
PARKVIEW DR
UPLANDS AVE
UPLANDS AVE
PARKVIEW
DRIVE
BOND STREET
NORTH
FRANKLIN
ROAD
LONGWOOD
EDGEVALE
DORSET PL
ROAD
NORTH
ROANOKE
ROAD
ROAD
KENMORE ROAD
AVENUE
PARADISE
DESJARDINS
DESJARDINS CT
ROAD
NORTH
ROANOKE
EDGEVALE
PLACE
FREELAND

2(B)(ii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 25
File No. TEC-108-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Cellini Avenue and Bolzano Drive - Intersection Control

RECOMMENDATION:

That northbound traffic on Cellini Avenue be required to stop for eastbound and westbound traffic on Bolzano Drive and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

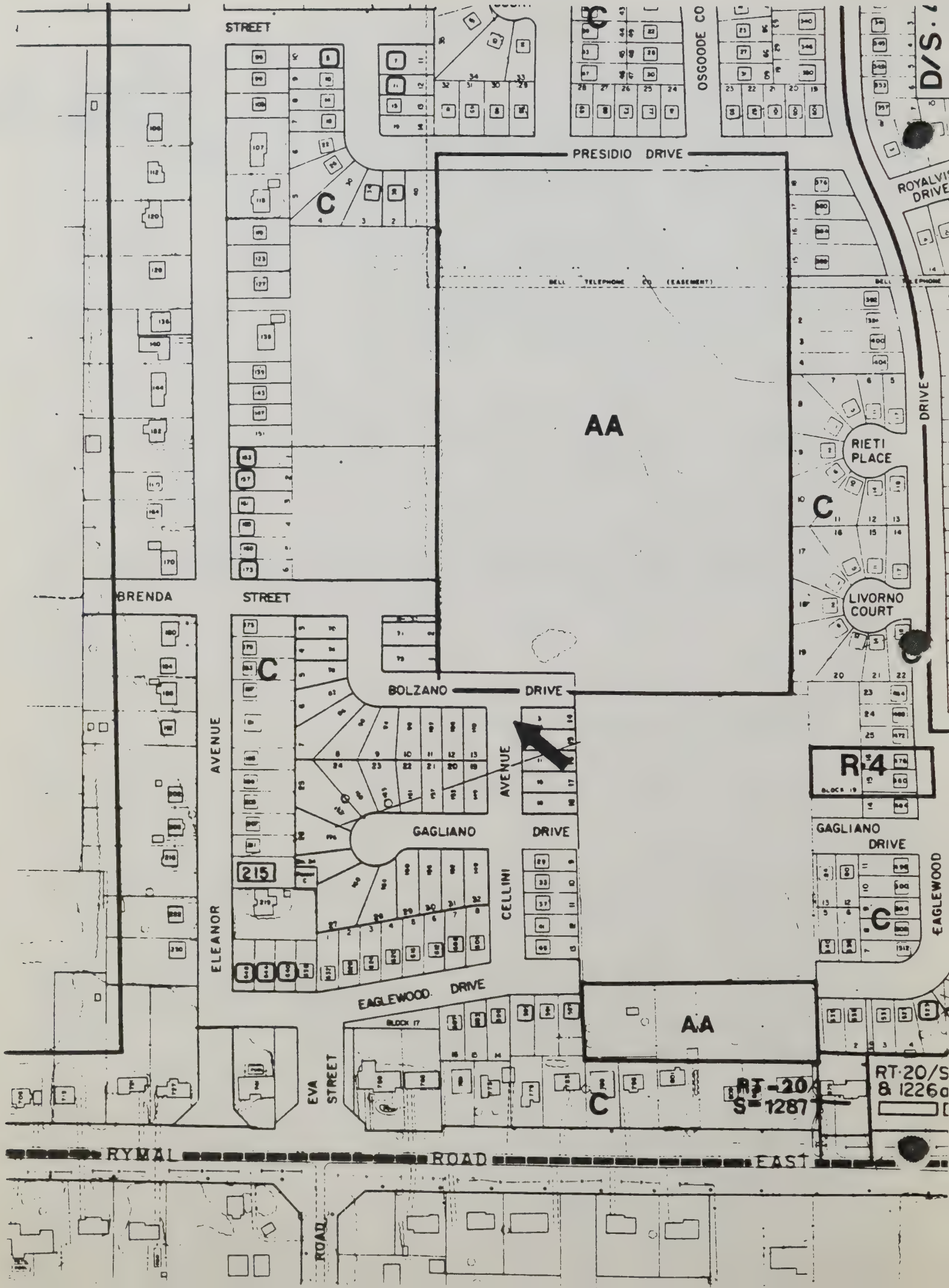
Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff have received a request from Ms. Gale Piche, 110 Bolzano Drive, for stop control at the intersection of Cellini Avenue and Bolzano Drive. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Generally, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Cellini be required to stop for eastbound and westbound traffic on Bolzano.

CVB/MBH


STREET
OSGOODE CO
PRESIDIO DRIVE
BELL TELEPHONE CO (EASEMENT)
AA
RIETI PLACE
LIVORNO COURT
BRENDA
STREET
BOLZANO DRIVE
AVENUE
GAGLIANO DRIVE
215
CELLINI
ELEANOR
EAGLEWOOD DRIVE
EVA STREET
R-4
RT-20
S-1287
RYMAL ROAD EAST
ROAD

2(B)(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 25
File No. TEC-107-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Townmansion Drive and Upper Kenilworth Avenue and Racalmuto Street and Upper Kenilworth Avenue - Intersection Control

RECOMMENDATION:

That eastbound traffic on both Townmansion Drive and Racalmuto Street be required to stop for northbound and southbound traffic on Upper Kenilworth Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

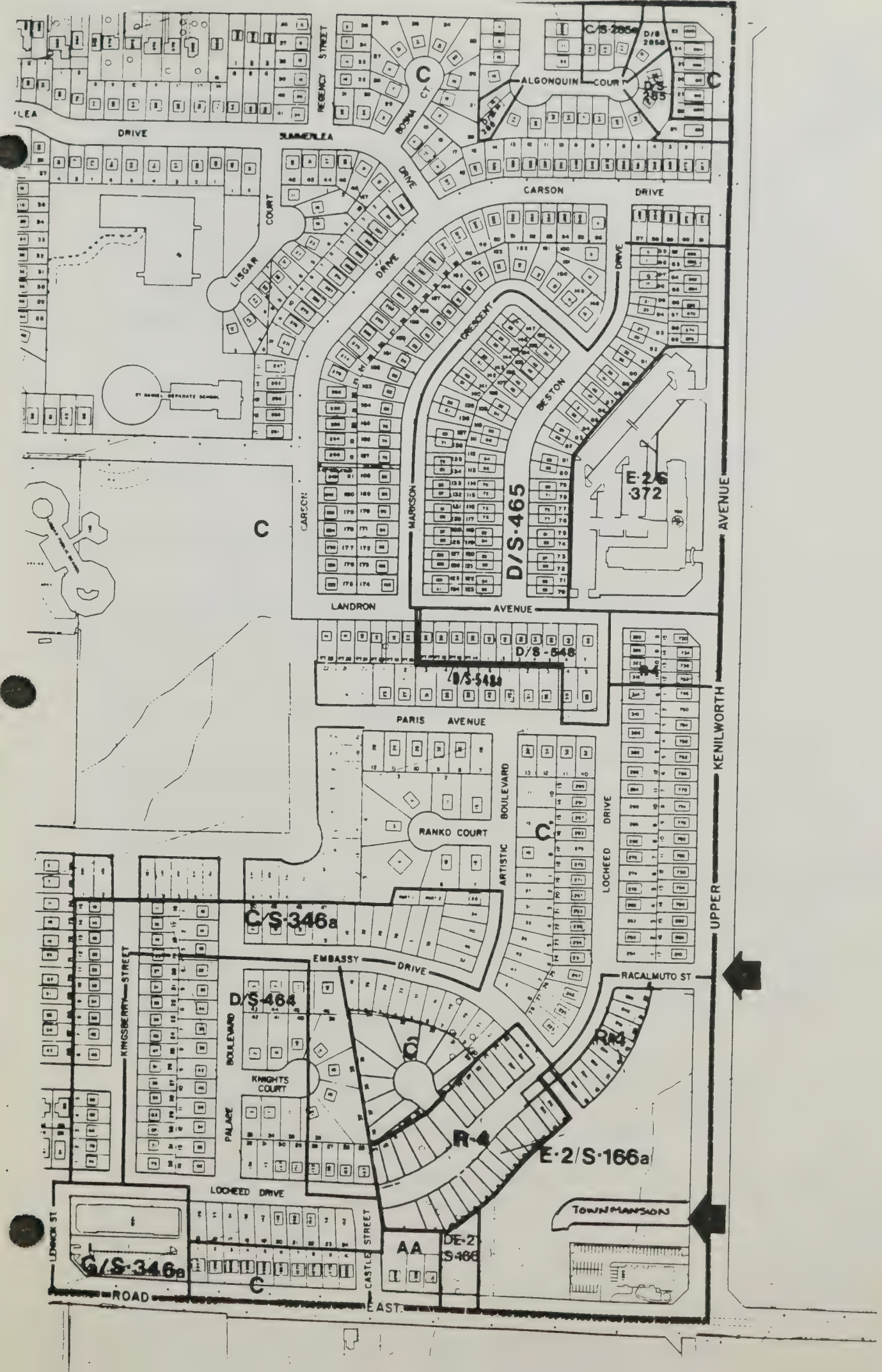
BACKGROUND:

Staff has identified the intersection of Townmansion and Upper Kenilworth as a recently constructed "T" type intersection with no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that the eastbound traffic on Townmansion be required to stop for northbound and southbound traffic on Upper Kenilworth.

Upper Kenilworth was removed from the through street system in 1993 and therefore it would be appropriate to amend the by-law to support the existing eastbound stop control on Racalmuto at Upper Kenilworth.

CVB/MBH/kag


DRIVE
SUMMERLEA
REGENCY STREET
ALGONQUIN COURT
CARSON DRIVE
LISGAR COURT
CRESCENT
DRIVE
MARKSON
DESTON
D/S-465
M-25
372
AVENUE
KENILWORTH
UPPER
CARSON
LANDRON
AVENUE
D/S-548
PARIS AVENUE
RANKO COURT
ARTISTIC BOULEVARD
LOCHEED DRIVE
C/S-346a
EMBASSY DRIVE
RACALMUTO ST
KINGSBERRY STREET
D/S-464
BOULEVARD
KNIGHTS COURT
PALACE
R-4
E-2/S-166a
TOWNMANSION
LOCHEED DRIVE
LONDON ST
C/S-346a
CASTLE STREET
AA
DE-2
S-166
ROAD
EAST

2(B)(ii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 03
File No. TEC-089-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Alconbury Drive and Rexford Drive - Intersection Control

RECOMMENDATION:

That the existing eastbound and westbound stop signs at the intersection of Alconbury Drive and Rexford Drive be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

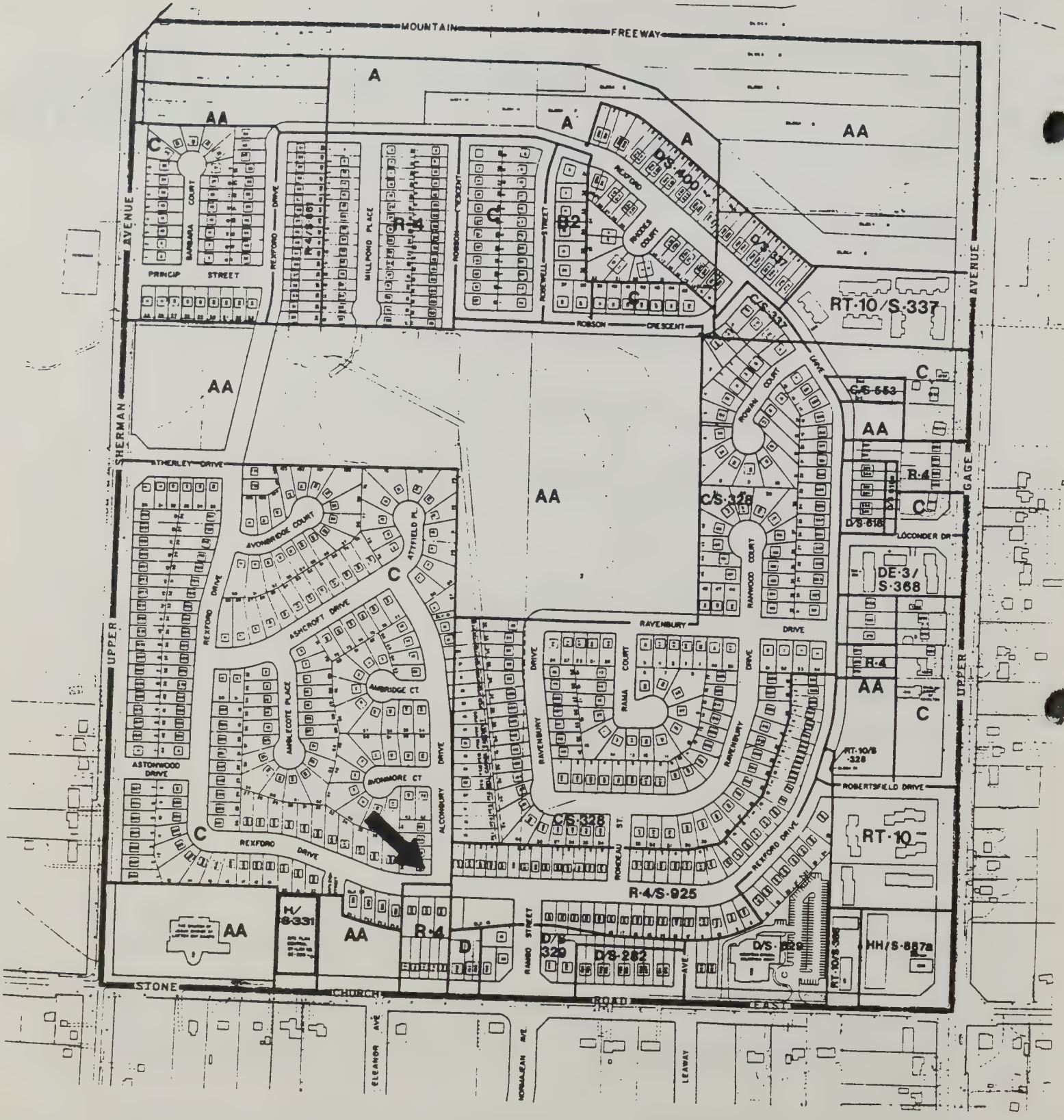
Alderman Bill Kelly has forwarded a petition signed by representatives of 21 area residential properties requesting that the existing all-way stop at Alconbury and Rexford be removed.

The City Council at its meeting held 1997 September 30 approved a request by former Alderman Henry Merling on behalf of Mrs. Wendy Piedimonte, 88 Alconbury Drive, that three-way stop control be implemented at the intersection of Alconbury and Rexford on a six-month trial basis. The signs were erected shortly thereafter.

At that time, staff recommended against implementing all-way stop control since none of the criteria respecting the use of all-way stop control were met, but particularly since there is an existing all-way stop one block east of the subject intersection at Rambo and Rexford.

The six-month trial period has now concluded, and staff support the request to remove the all-way stop at Alconbury and Rexford, but recommend maintaining the southbound stop on Alconbury at Rexford.

CVB/MBH/klk



130 96 11
118 112 110
19 43 129

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CITY OF HA

RANDE

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 06
File No. TEC-095-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 27 Edward Street - Amendment of a Residential Boulevard Parking Agreement

RECOMMENDATION:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 20467CD to the property at No. 27 Edward Street, be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment and registration of this agreement.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner(s) would be required to pay $20 to the City annually for insurance and administrative costs.

BACKGROUND:

In 1976, staff approved an application by the previous owner(s) of the property at No. 27 Edward Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner(s) of the property on 1976 August 04.

The new owner(s), Mr. and Mrs. Guidi, have requested that the existing agreement be amended to allow two vehicles to be parked on the City road allowance. Staff has confirmed that there is sufficient space available in the front yard to accommodate two vehicles. The entire front yard was hard surfaced prior to the enactment of the 50% landscaping by-law. Therefore, staff concurs with the request.

CVB/MBH/klk

A/S-683a
H-S/794
H/S-679
S-679
H/S 631
MAIN STREET EAST
GAGE AVENUE SOUTH
GAGE AVENUE NORTH
BARNESDALE BLVD
BARNESDALE ROAD
BARNESDALE AVENUE
CANNON STREET EAST
MELROSE AVENUE
BALSAM AVENUE
CONNAUGHT AVENUE
LEINSTER AVENUE
PROSPECT STREET
BEECHWOOD AVENUE
EDWARD STREET
BARTON STREET EAST
CHAPPLE AVENUE
LLOYD AVENUE
LOTTRIDGE STREET
SENATOR AVENUE
SPADINA ROAD
CARRICK AVENUE
FAIRHOLT ROAD
ASHFORD BLVD
SPRINGER AV
ALBERT ST
OUNSMORE AVENUE
FAIRVIEW AVE
HIGHLAND AVE
MAYFLOWER AVE
PRIMROSE AVE
AVONDALE AVENUE
BEECH AVE
DE-2
H
C
A
K
D

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 18
File No. TEC-100-98 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 20 Hunt Street - Amendment of a Residential Boulevard Parking Agreement

RECOMMENDATION:

(a) That the existing residential boulevard parking agreement registered as Instrument No. VM221466 to the property at No. 20 Hunt Street be amended at the City's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to continue to pay $20 to the City annually for insurance and administrative costs. The City's cost to amend the subject agreement would be $50.

BACKGROUND:

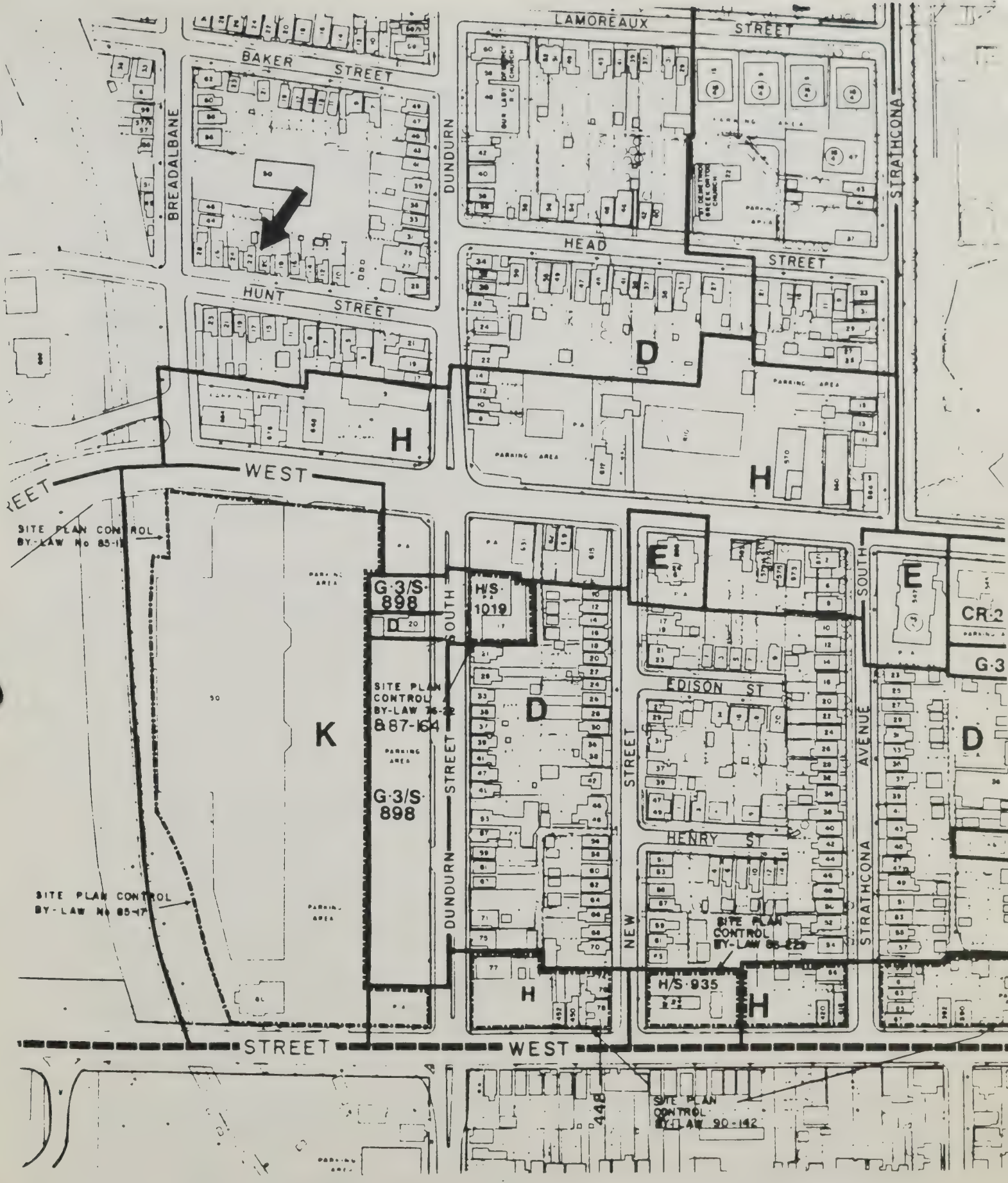
In 1995, staff approved an application by the owner of the property at No. 20 Hunt Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1995 November 20.

Subsequent to the registration of the subject agreement, the property owner constructed the driveway in accordance with the executed agreement. However, at that time, staff was not advised that a mutual right-of-way was registered against both Nos. 20 and 22 Hunt Street, resulting in the approved parking space at No. 20 Hunt Street encroaching onto the mutual

driveway by 2.5 feet. It was not evident that a mutual driveway existed because the area is all grass. This matter was only brought to our attention by the owner of the property next door last summer, and was rectified by the owner of No. 20 Hunt Street by slightly relocating the parking area such that it no longer encroaches onto the mutual driveway area. To legally clarify the matter, staff are recommending that the subject agreement be amended at the City's expense ($50).

CVB/MBH/klk

c.c. Patrice Noé Johnson, City Solicitor, Law Department


LAMOREAUX
STREET
BAKER
STREET
BREADALBANE
DUNDURN
STRATHCONA
HEAD
STREET
HUNT
STREET
D
H
WEST
SITE PLAN CONTROL
BY-LAW No 85-1
G-3/S-
898
H/S-
1019
SOUTH
E
CR-2
G-3
SITE PLAN
CONTROL
BY-LAW
87-164
K
EDISON ST
STREET
AVENUE
HENRY ST
NEW
SITE PLAN CONTROL
BY-LAW No 85-17
SITE PLAN
CONTROL
BY-LAW
H/S-935
STREET
WEST
448
SITE PLAN
CONTROL
BY-LAW 90-142

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(iii)(c)

DATE: 1998 March 24
File No. TEC-101-98 / Author: D. Rieger/S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper James Bus Route - Bus Stop Relocation

RECOMMENDATION:

(a) That the following Hamilton Street Railway bus stop be relocated:

Route #27 Upper James

Delete -	Southbound	Garth Street, west side, 115 feet north of the centre line of Rymal Road West (N/S); and,
Add -	Southbound	Garth Street, west side, 116 feet south of the centre line of Rymal Road West (F/S); and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget estimates to cover the cost of relocating and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway has requested that in conjunction with the realignment of Route #27 Upper James, effective March 29, 1998, the above-noted bus stop be relocated.

The proposed bus stop location is satisfactory from a traffic point of view. Presently, on the west side of Garth, south of Rymal, there is unrestricted parking. Therefore, it will be necessary to prohibit stopping in this area. However, since all area residential properties have available off-street parking, staff does not anticipate any parking difficulties for residents.

CVB/MBH/klk


McMASTER UNIVERSITY
McMaster Medical Ctr
COOTES DR.
MAIN ST. W.
MAIN ST.
OSLER DR.
Sussex
Wapes Ave
Glenmount Ave
Ward Ave
Roya
Holmes Ave
Mena Ave
Whitney Ave
Willowcrest Ave
Broadway
Ainslie Ave.
Alexander Park
WHITNEY AVE.
Ramsey Dr.
Shelley Rd.
Bellagio St.
Sheridan Tower
Beaucourt Rd.
Harold St.
Marlo Dr.
Purvis Blvd.
Carney Ct.
Tong Ave.
Graham St.
Grant Ave.
Clifford St.
Hillview St.
Oelbrook Ct.
Bowman
Winston Ave
Winston Pl.
Baxter St.
Stroud Rd.
Oakwood Ave.
Gary Ave.
Haddon Ave.
Cline Ave. S.
Cline Ave.
Barclay Ave.
Arkell
Newton
Bond St.
Dromore St.
Whitton Rd.
Arnold St.
Traymore Ave.
Maryatt
Dalewood Cr.
Sterling
Forsyth
Kingsley Ave.
Marion Ave.
Omstead St.
LONGWOOD RD.
Eva St.
Melbourne St.
Chatham
Herkimer
Stanley Ave.
Homewood
DUNDURN ST. S.
QUEEN ST. S.
HUNTER ST. W.
CHARLTON AVE.
Jackson St.
Canada
Pearl St.
Ray
Hill
Locke St.
Bold
Wheeler Pl.
Duke St.
Robinson
Caroline
Hess St. S.
Park St.
ABERDEEN AVE.
Rosemount Ave
Linwood Ave.
MacDonald Ave
Glenside Ave.
Studholme Rd.
Bedoge Cr.
Chedoke Ave.
Flat Ave.
Hyde Park Ave.
Hillcrest Ave.
Mountain Face Park
Mountain Royal Ave.
Orchard Hill
Collage
Fairmount Ave.
Mountain Ave.
Maplewood Ave
Maplehill St.
Maplegate Ave
Maplegrove Ave
Maplepark Ave
Maplehurst Ave
Maplehill Ave
Maplegate

2(8)(xiii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 26
File No. TEC-111-98 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Wheelchair Loading Zone on Albright Road adjacent to Red Hill School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Albright Road commencing at a point 379 feet west of the west curb line of Mount Albion Road and extending 25 feet westerly be replaced with a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

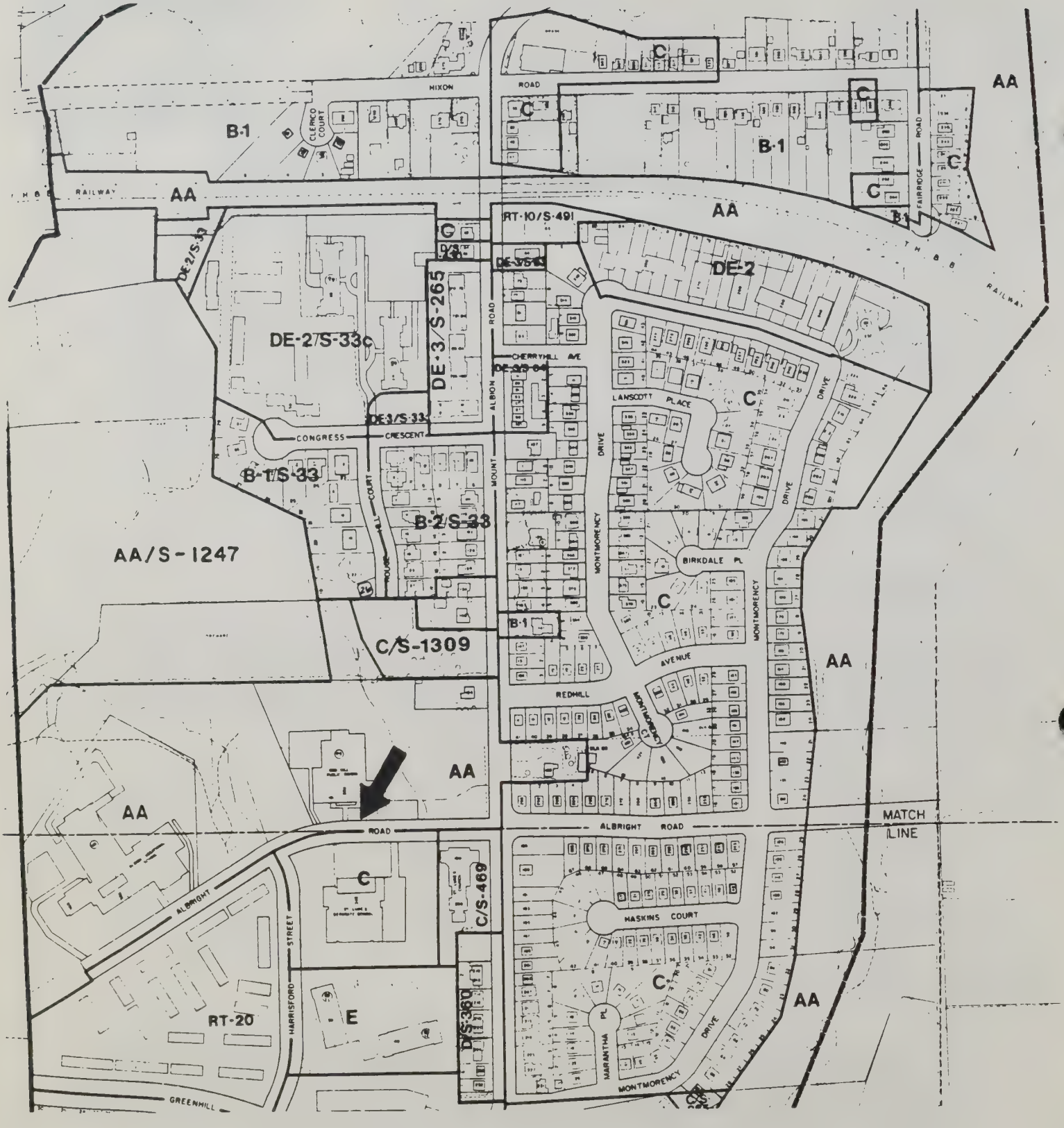
Sufficient funds are available 1998 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Red Hill School has requested that the existing parking regulations on the north side of Albright Road be revised due to changes in the transporting of children to the school. Previously, the school was serviced by one minivan, while this year there are no children bussed to school. There is now a "special needs" child being transported to the school by either a minivan or by the parents. In order to provide access in close proximity to the front doors of the school for this "special needs" child, the Principal has requested that the unused School Bus Loading Zone be replaced by a Wheelchair Loading Zone.

Staff have reviewed the matter and concur with this request.

TA/MBH/kag


AA
B-1
C
RAILWAY
AA
RT-10/S-491
DE-2
DE-2/S-33c
DE-3/S-265
DE-3/S-33
B-1/S-33
B-2/S-33
AA/S-1247
C/S-1309
AA
AA
ALBRIGHT ROAD
MATCH LINE
C/S-469
RT-20
E
D/S-360
GREENHILL
ALBION ROAD
MOUNT
CONGRESS CRESCENT
CHERRYHILL AVE
LANSCOTT PLACE
DRIVE
BIRKDALE PL
MONTMORENCY
AVENUE
REDHILL
MONTMORENCY CT
MASKINS COURT
MARANTHA PL
HARRISFORD STREET
CLERICO COURT
MIXON ROAD
FAIRRIDGE ROAD

2(B)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 09
File No. TEC-096-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Amendments to the City Traffic By-law 89-72

RECOMMENDATION:

That approval be given for various "housekeeping" amendments to the City of Hamilton Traffic By-law 89-72.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

As a consequence of corporate restructuring, staff reductions and redeployment, i.e. the deletion of the position of Director of Traffic Services, amendments to various provincial statutes, and amendments to the City Traffic By-law having a succeeding impact on associated regulations, a number of inconsistencies have evolved in the By-law which require reconciliation. The implementation of such amendments will maintain the contextual integrity of the By-law, without, in any way, modifying or undermining the intent of the By-law or requiring revisions to the existing on-street regulatory signing.

MH
CVB/MBH

2(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 20
T103-50 (1337) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Landscaping Agreement, 141 Catharine Street South

(R-98-14)

RECOMMENDATION:

That the application of 1167829 Ontario Limited owners of 141 Catharine Street South, to establish and maintain landscaping measuring 4.50m x 28.0m, a key switch measuring 0.009m x 0.009m and two concrete curbs measuring 0.15m x 4.50m, onto the road allowance of Catharine Street South Avenue, be approved, subject to the following;

a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the applicant pay a first year fee $184 and a subsequent annual fee of $52.

D. Lobo
Commissioner
Public Works and Traffic

per E. M. Gill, P. Eng.
Senior Director
Roads Division

Encroachment Agreement
141 Catharine Street South

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
"See above Recommendation"

BACKGROUND:

A request has been received from 1167829 Ontario Limited, to establish and maintain, landscaping measuring 4.50m x 28.0m, a key switch measuring 0.009m x 0.009m and two concrete curbs measuring 0.15m x 4.50m, onto the road allowance of Catharine Street South.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of $184 and will pay an annual fee of $52 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

JKC:

cc: A. Ross, City Treasurer

2(B)(4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 March 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Keep Hamilton Clean Committee - Appointment of New Member

RECOMMENDATION:

That the following citizen be appointed to the Keep Hamilton Clean Committee for a term to expire 1999 December 31:

Ronald Volterman

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staffing level to support this Committee is provided through two (2) volunteer members of the Public Works staff complement with no staff time costs attributable to this Committee.

BACKGROUND:

On 1995 April 3, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred to the Transport and Environment Committee from the Finance and Administration Committee.

The Keep Hamilton Clean Committee shall be comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process.

At the Keep Hamilton Clean Committee meeting held on 1998 February 4, Lori Nethercut, whose term runs to 1999 December 31, submitted her resignation due to an impending family move to California.

The following are the five options for filling this term:

1) The Committee can recommend to fill the vacancy by the usual process (advertise, orientation sessions, interviews);

2) Select one of the applicants from the recently completed sub-Committee appointment process;

3) Wait until other members terms of office expire and advertise for them all (including this one) at the same time;

4) Recommend not to fill this vacancy at this time;

5) Or, ask that given the high advertising costs and time involved, that the Committee recommend someone (by name) and indicate that while this is not in keeping with the approved policy, that it will save costs (advertising) and time in light of the fact that the heavy preparation for the 1998 Pitch-In Week has started in January and the Committee needs someone on board as soon as possible.

During the recent Sub-Committee selection process, eight applications were received. Of these, four were appointed to the Committee, one declined an interview when contacted while, in the cases of the other three, the interview process determined that the aims and interests of the other applicants were not sufficiently aligned with those of the Committee to make them good candidates for inclusion as members of this Committee.

In light of the above, the Keep Hamilton Clean Committee reviewed the alternatives open to them and, in consideration of the heavy workload on this volunteer Committee resulting from the Pitch-In Week preparations, recommended that Alternative 5 be selected.

Ron Volterman is a former Chair of the Keep Hamilton Clean Committee, knows its activities extremely well and is committed to the aims of this Committee. He had also let the members know that he was interested in rejoining this Committee. The Keep Hamilton Clean Committee, at its meeting held on 1998 March 4, agreed to recommend that Ron Volterman be appointed to fill the unexpired term left vacant by the resignation of Lori Nethercut.

DL/DH

cc Charlene Touzel, City Clerk's Department

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1998 April 6th

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
March 11	Commissioner of Public Works & Traffic	Intersection Control Conclusion of Six Month Trials	1998 March 19
March 20	Ontario Good Roads Association	Municipal Routes Bulletin	1998 March 20
March 20	Commissioner of Public Works & Traffic	Sale of Closed Road Allowances to Region Red Hill Creek Expressway	1998 March 20
March 9	Ministry of Environment	Provisional Certificate of Approval No. A130213 for a Waste Disposal Site at 1579 Burlington Street East for Third Sector Employment	1998 March 26
March 16	Regional Environment Department	Notice of Completion Class Environmental Assessment Former Upper Ottawa Street Landfill Site North Slope Remediation and Leachate Collection	1998 March 26
March 25	Commissioner of Public Works and Traffic	Snowstorm Friday, March 20, 1998	1998 March 25
March 26	Commissioner of Public Works and Traffic	Ministry of Transportation Facility Audit	1998 March 27
March 26	Commissioner of Public Works and Traffic	Plastimet Inc. Frank Levy Jack Lieberman Appeals for the Ministry of the Environment Orders 363 Wellington Street North	1998 March 27
March 26	Commissioner of Public Works and Traffic	Town of Dundas Parking Management Partnership	1998 March 31
March 31	Commissioner of Public Works and Traffic	Periodic Flooding of Beach Strip Roads Abutting the QEW	1998 March 31

Kevin C. Christenson, Secretary
April 6th, 1998


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